

UNIVERSITY OF RIJEKA  
FACULTY OF HUMANITIES AND SOCIAL SCIENCES  
DEPARTMENT OF ENGLISH

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**TRANSLATION FROM  
CROATIAN INTO  
ENGLISH  
TRANSLATION AND ANALYSIS  
OF TEXTS OF DIFFERENT GENRES**

Submitted in partial fulfilment of  
the requirements for the B.A. in English Language and Literature  
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## **ABSTRACT**

This B.A. thesis, of the undergraduate study of the English Language and Literature, is focused on the field of translation. The aim of this thesis and accompanying research is to choose three serious, relevant, scientific and academic articles in Croatian, translate and analyse them in English. The thesis is structured in the following way: after a brief introduction there is an article, i.e. a source text in Croatian, followed by the translation and an analysis of the translation. The purpose of the analyses is to explain the process of translating and to reveal different types of problems and challenges which were encountered. After the third translation analysis there is a conclusion, where the entire thesis is summed up and assessed. A bibliography, i.e. the sources, is included at the very end of the B.A. thesis.

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## INTRODUCTION

The first question one might ask is, why translation? What does translation mean to an individual and in the global sense? Translation is such a crucial aspect of human communication that most people are not even aware of it. It is the rendering not only of one language or register into another, but also of one way of thinking, one culture into another. Relations between speakers of different languages, between countries and different cultures have always depended on correct translation. Incorrect translation can lead to grave mistakes being made due to misinterpretations.

All of the articles presented within the scope of this paper contain a summary and translation of the summaries. Therefore, the summaries are not included in the work, i.e. in this thesis. Likewise, the titles were translated beforehand. However, two of the titles were not translated properly and for this reason I provided a more accurate translation.

The articles discuss different topics and address different issues. The first article is about the Port of Rijeka and its role in the transport system and economy. The second one tackles the matter of entrepreneurship trends in Rijeka, Croatia and the EU. This particular article was twenty pages long and therefore only a part of the text was translated, because it would otherwise far exceed the prescribed limit of the work. The third article will be of interest to history enthusiasts, because it delves into the ancient period on the Adriatic coast.

The primary sources used for the task of translation in this thesis were dictionaries, whereby *Veliki hrvatsko-engleski rječnik* (Croatian-English Dictionary) by Željko Bujas was the most helpful source of information.

Hopefully this thesis will offer some useful insight into the thought processes of a translator and be of interest to anyone studying languages or maybe even students writing a B.A. thesis on the same or similar topic.

## SOURCE TEXT 1

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## Značenje i uloga Luke Rijeka u prometnom i gospodarskom razvitku Republike Hrvatske

### 1. UVOD

Luka međunarodnog javnog prometa predstavlja prometno, trgovačko, industrijsko i robno-distribucijsko čvorište koje, po prirodi svoje geostrateške i geoprometne pozicije, tehničko-tehnološki i organizacijski integrira vodni i kopneni promet u jedinstveni prometni sustav. Budući da roba sačinjava zajednički predmet rada svih sudionika u prometnom i gospodarskom sustavu, sve funkcije svih sudionika u robnom prometu determinirane su zahtjevima robe, odnosno kupca transportnih usluga. U takvim okolnostima luka se ne može promatrati kao zatvoreni operativni i gospodarski sustav, već isključivo kao integrirajući čimbenik koji, posredstvom svojih interakcijskih sprega, treba osiguravati dinamičku funkciju i razvoj podređenih i nadređenih sustava.

Predmet ovog istraživanja predstavlja aktivnost riječkog lučkog područja kao velikog prometnog čvorišta međunarodnog javnog prometa, omogućujući svim korisnicima poslovanje pod jednakim i javno dostupnim uvjetima.

Budući da luka međunarodnog javnog prometa, općenito, nije sama sebi svrhom, već čimbenik svoga funkcionalnog okruženja, otvara se problem sustavnog upravljanja s tim velikim i posebno važnim resursom za postizanje strateških ciljeva, što je i problem ovog istraživanja.

Svrha ovog istraživanja predstavlja analizu strukture i funkcije riječke luke, kao inputa za razvoj gospodarstva Republike Hrvatske koji se temelji na usklađivanju kvalitete u odnosu na cijenu lučke i ukupne prometne usluge.

Cilj ovog istraživanja je utvrditi strateške resurse i tehnologije te uvjete pod kojim se razvoj riječke luke može uporabiti, kao specijalni instrument državne gospodarske politike, ali i svih popratnih djelatnosti na lučkom području i na riječkom prometnom pravcu koji bi imali utjecaj i korist od razvoja luke.

## 2. EKONOMSKI MULTIPLIKATOR

Luka Rijeka je luka od međunarodnog gospodarskog značenja za Republiku Hrvatsku te kao takva ostvaruje brojne pozitivne efekte na nacionalno gospodarstvo. Ukupno 63 koncesionara djeluju na području koje pokriva Lučka uprava Rijeka. Velik broj koncesionara podrazumijeva postojanje potrebe za većom količinom prometno- logističkih usluga, a time i za stvaranjem prihoda od poslovnih subjekata koji obavljaju te usluge. Koncesionari direktno i indirektno ostvaruju svoje prihode na lučkom području, proizvodeći istodobno multiplikativni efekt na cjelokupno nacionalno gospodarstvo.

Učinke koja luka ostvaruje svojim poslovanjem iskazuju se na dva načina. Direktni učinak predstavlja sve one subjekte koji izravno imaju utjecaj na poslovanje luke poput brodara, kopnenih prijevoznika, špeditera, agenata itd., dok se indirektni učinak odnosi na sva poduzeća koja ostvaruju svoje prihode samim poslovanjem luke kao što su HC, HAC, INA, HEP, trgovina, ugostiteljstvo itd.<sup>1</sup>

Multiplikativni efekt određuje se input – output analizom aktivnosti na promatranom području. Kada se odredi koji sve subjekti ostvaruju prihode, lako se može doći do podataka o poslovnim prihodima poduzeća, o bruto dodanoj vrijednosti te o ukupnom broju zaposlenika koji ostvaruju prihod od same luke.

Tablica 1: Broj zaposlenih u poslovanju riječke luke

Lučka uprava Rijeka	52
Koncesionari na lučkom području	1.400
Brodari	75
Kopneni prijevoznici	880
Špediteri	215
Pomorski agenti	285
<b>Ukupno zaposleni</b>	<b>2.907</b>

Izvor: Mlinarević i dr., Kompleksni učinci ulaganja u modernizaciju riječke luke na gospodarstvo Republike Hrvatske, Inženjerski biro, 2010, str. 27

Iz tablice 1. vidi se da je u cjelokupnom poslovanju luke sudjelovalo 2.907 zaposlenika. Uzmemo li u obzir prosječnu hrvatsku bruto plaću, dobiva se trošak svih zaposlenika koji iznosi

279.560.376 kuna godišnje.<sup>2</sup> Dodatno gledajući primjer najvećeg hrvatskog cestovnog prijevoznika „La Log“ d.o.o. i primjer hrvatskog željezničkog prijevoznika „HŽ Cargo“ d.o.o. Zagreb, a primjenom vaganog prosjeka utvrđeno je da kopneni prijevoznici imaju približno 1,2 zaposlenika na 1 milijun kuna prihoda. Pri procjeni broja zaposlenika kod špeditera i pomorskih agenata također su korištene iste pretpostavke o ostvarenim prihodima. Promatrajući primjere špediterskih poduzeća „Schenker“ d.o.o. Rijeka, „Transadria“ d.d. Rijeka i „Intereuropa“ d.o.o. Rijeka te pomorskih agencija Transagent“ d.o.o. Rijeka i „Jadroagent“ d.d. Rijeka, utvrđeno je da špediteri u prosjeku imaju približno 2 a pomorske agencije približno 3,5 zaposlenika na milijun kuna ostvarenih prihoda

Tablica 2: Ostvareni multiplikativni faktor riječke luke prekrcajem jednog 40 ‘ kontejnera na relaciji Malta – Zagreb

Koliko okruženje zarađuje od jednog 40'	
<i>Poslovni subjekti</i>	<i>Prihodi (cca)</i>
LUKA	100 USD
BRODARI	270 USD
KOPNENI PRIJEVOZNICI*	600 USD
ŠPEDITERI	50 USD
AGENTI	50 USD
SVJETLARINA	20 USD
OSTALI SUDIONICI u	80 USD
UKUPNO:	1.170 USD

Izvor: <http://www.pomorskodobro.com/hr/projekti/156-strateska-prometna-promisljanja.html> (30.01.2014.)

Prema tablici 2. dolazi se do zaključka da 1 USD prihoda luke Rijeka, ostalim sudionicima donosi najmanje 11 USD novog prihoda.

Gledajući suvremene luke i logističko-distributivne centre gdje se roba oplemenjuje, skladišti, doraduje, predviđa se da bi ulaskom 1 američkog dolara u luku Rijeka ostali sudionici u prometu ostvarili 20 američkih dolara novog prihoda. Luka Kopar može poslužiti kao primjer sustavnog dugogodišnjeg stalnog ulaganja u lučke kapacitete i prometnu infrastrukturu te se približava multiplikatoru 20.4

### 3. STRATEŠKA RJEŠENJA ZA UNAPRJEĐENJE RAZVOJA RIJEČKE LUKE

Rijeka i riječka luka 1873. godine imala je najmoderniju željezničku prugu toga vremena, međutim, ista ta željeznica se i danas koristi što je impliciralo njeno zaostajanje u odnosu na konkurente. Ipak, danas se može govoriti o nastojanjima da se neki davno započeti strateški projekti konačno realiziraju, prije svega, u okrilju potvrđenih prometnih koridora cestovne i željezničke infrastrukturne mreže EU, čija je Republika Hrvatska odnedavno punopravna članica. To bi moglo uskoro podignuti značaj riječke luke ne samo kao značajnog prometnog čvorišta za Republiku Hrvatsku, nego i za sve ostale zemlje u okruženju.

Jedno od takvih rješenja predstavljao bi „Gateway project”, odnosno proširenje

„Zagrebačkog pristaništa“ koje bi imalo 20 metara dubok gaz, mogao bi primiti brodove pete generacije kapaciteta 10.000 TEU te se procjenjuje da bi godišnji kapacitet terminala iznosio 3 milijuna TEU/godišnje.<sup>5</sup> Da bi „Zagrebačko pristanište” dobilo puni smisao, potrebna je adekvatna prometna infrastruktura. U planu je izgradnja željezničke pruge Rijeka – Zagreb – Botovo (slika 2.) čime bi Rijeka postala strateško čvorište između EU i prekomorskih zemalja Bliskog i Dalekog istoka.

Slika 1: Temeljni transeuropski mrežni koridori (TEN-T koridori)



Izvor: [http://www.tentdays2013.eu/Doc/b1\\_2013\\_brochure\\_lowres.pdf](http://www.tentdays2013.eu/Doc/b1_2013_brochure_lowres.pdf) (04.02.2014)

Europska komisija je 17.10.2013. objavila nove karte na kojima je prikazano devet glavnih koridora koji će biti okosnica za promet unutar europskog jedinstvenog tržišta i kojima će se bitno izmijeniti veze između Istoka i Zapada. U skladu s tim ciljem, financijska sredstva EU-a za prometnu infrastrukturu utrošit će se za razdoblje 2014. – 2020. i iznositi 26 milijardi eura. Tim koridorima se želi povezati postojeća rascjepkana mreža europskih cesta, željeznica, zračnih luka i kanala u jedinstvenu transeuropsku prometnu mrežu (TEN-T).

Mediterranski koridor povezuje jug Iberijskog poluotoka, preko španjolske i francuske mediteranske obale, prolazi kroz Alpe na sjeveru Italije, zatim ulazi u Sloveniju i dalje prema mađarsko-ukrajinskoj granici. Paralelno s tim, kao njegov sastavni dio, je i pravac Rijeka-Zagreb-Budimpešta, a između ta dva paralelna pravca nalazi se poveznica Zagreb-Slovenija. Riječ je o cestovnom i željezničkom koridoru.



Slika 2: Detaljni cestovni i željeznički koridor Rijeka – Zagreb – Budimpešta



Izvor: [http://www.tentdays2013.eu/Doc/b1\\_2013\\_brochure\\_lowres.pdf](http://www.tentdays2013.eu/Doc/b1_2013_brochure_lowres.pdf) (04.02.2014)

Planirani koridor željezničke pruge u razvojnim je planovima „Hrvatskih željeznica” dobio prioritet, pa je odlučeno da se na cijelom potezu od državne granice s Mađarskom do Rijeke osiguraju uvjeti dvokolosiječnosti, te da se pruga osposobi za brzinu od 100 (140) km/sat za teretni promet. Isto tako osiguravaju se potrebni uvjeti za realizaciju planiranog kapaciteta nove pruge od 25 do 30 milijuna tona tereta godišnje.

Trenutna željeznička pruga Rijeka-Zagreb-Budimpešta je jednokolosiječna, maksimalnog kapaciteta 5 milijuna tona tereta godišnje, a maksimalna brzina iznosi 30 km/sat.

Vlada RH privremeno je odustala od investicije vezane za projekt nizinske pruge Rijeka-Zagreb-Botovo te je ušla u projekt rekonstrukcije postojeće pruge, čime će se povećati kapacitet pruge na 6 tisuća tona tereta neto godišnje.

Da bi luka bila potpuno konkurentna, potrebna je izgradnja prometno-logističkog centra i radne zone „Miklavije” s površinom od 1,5 milijuna m<sup>2</sup>. „Miklavije” bi predstavljalo strateško mjesto gdje bi se roba oplemenjivala, skladištila, dorađivala (slika 3.), te bi se time postigao multiplikativni efekt 20, odnosno na 1 američki dolar ostvarenog prihoda luke Rijeke, stvorila bi se nova vrijednost u iznosu od 20 američkih dolara. Prednosti „Miklavija” su dobra željeznička i cestovna povezanost s lučkim središtem, a ujedno i odlična povezanost s zemljama u EU okruženju. Najveći dobitak „Miklavija” je njegova izuzetna blizina luci, čime bi se smanjile gužve u gradskom prometu i samim time emisije plinova, čime bi se ostvario i ekološki učinak ovog projekta. U „Miklaviju” bi se nalazile sve potrebne usluge koje može zahtijevati prometno-logistički centar kao što su carina, banka, otvoreni i zatvoreni skladišni prostori, sportsko-rekreacijski sadržaji, remontni centar za teška vozila, trgovine i sl.

Razvoj zone „Miklavija“ usko je povezan s nekoliko strateških projekata grada Rijeke i Primorsko-goranske županije, a to su, prije svega, izgradnja zapadnog kontejnerskog terminala Luke Rijeka na Zagrebačkoj obali koji je u fazi traženja budućeg koncesionara Lučke uprave Rijeka i dio je Gateway projekta. Na to se potom nadovezuje izgradnja nove prometnice D 403 tzv. zapadnim izlazom iz grada koji bi teret iz riječke luke najbržim i najkraćim putem trebao biti prebačen na autocestu i dalje prema intermodalnoj zoni

„Miklavije“. Paralelno se radi na rješenju rekonstrukcije željezničke pruge koja bi trebala biti u funkciji izvlačenja tereta prema zoni „Miklavija“. Što se same zone „Miklavije“ tiče Općina Matulji je pred realizacijom stjecanja vlasništva nad budućim prostorom intermodalne zone (radi se o podmirenju naknade Hrvatskim šumama d.d.) što bi joj onda omogućilo pregovore s potencijalnim strateškim investitorima u razvoj zone u nekoliko faza, a prije svega se razmatra izgradnja novog kamionskog terminala.

Potpuni oporavak riječka luka doživjet će povezivanjem navedenih projekata u jednu cjelinu. Time bi se omogućio, ne samo razvoj riječke luke, nego jednim dijelom i oporavak Republike Hrvatske iz gospodarske krize u kojoj se nalazi. Da bi se to ostvarilo, potrebno je zajedničko djelovanje svih subjekata na prometnom pravcu s obzirom da, kako je prikazano u ovom radu, oni također ubiru dio kolača koji se nudi na tržištu.

#### 4. ZAKLJUČAK

Iz rezultata ovog istraživanja jasno se može detektirati da područje riječke luke predstavlja ključno međunarodno prometno čvorište koje funkcionalno integrira područje Republike Hrvatske i zemalja Središnje te Jugoistočne Europe s cijelim svijetom, a osobito sa zemljama Bliskog, Srednjeg i Dalekog istoka koje, s dvije trećine svih svjetskih robnih proizvođača/potrošača, predstavljaju najveće tržište na svijetu.

Ulaganjem napora u realizaciju plana restrukturiranja i razvoja riječke luke, ujedno se ulaže u prometni sustav kako Republike Hrvatske, tako i cjelokupne regije. Republika Hrvatska teži boljoj i bržoj povezanosti s ostatkom Europe, stoga su preduvjet tom cilju uključivanje hrvatskih koridora u mrežu transeuropskih prometnica što, osim navedenoga, dovodi i do daljnjeg razvoja i širenja poslovnih aktivnosti. U prilog tomu ide i geoprometni položaj riječke luke koja predstavlja sjecište svih prometnih i prekrcajnih aktivnosti regije te najkraći i najekonomičniji put povezivanja Europe sa Sredozemljem, ali i cijelim svijetom. Ekonomski multiplikatori, koje generira međunarodni robni promet preko riječke luke i koji se danas procjenjuje na koeficijent 11, pokazuju da luka predstavlja strateški instrument državne gospodarske politike. Time se dokazuje strateška i gospodarska opravdanost ulaganja razvojnog kapitala u lučko-prometne kapacitete među kojima se posebno ističe izgradnja matičnog kontejnerskog terminala „Zagrebačko pristanište“, nizinske željezničke pruge Rijeka – Zagreb – Botovo te prometno-logističkog centra „Miklavije“.

## **TRANSLATION OF SOURCE TEXT 1**

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### **Importance and Role of the Port of Rijeka in Transport and Economic Development of the Republic of Croatia**

#### **1. INTRODUCTION**

A port of international public transportation signifies a crossroads of transport, trade, industry and goods distribution which, by the nature of its geostrategic and trading position, technically-technologically and organisationally integrates maritime and road traffic into a unique transport system. Given that goods make up a common object of business of all participants in the system of traffic and economy, all the functions of all participants in the transportation of goods are determined by the demands of goods i.e. the buyer of transport services. Under such circumstances, the port cannot be viewed as a closed operational and economic system, but exclusively as an integrating factor, which, through the mediation of its interactional partnerships must secure a dynamic function and development of subordinate and superior systems.

The subject-matter of this research is the activity of Rijeka's port area as a large traffic crossroads of international public traffic, enabling all users to conduct business under equal and publicly available conditions.

Given that the port of international traffic, in the general sense, does not in itself serve a purpose, but is a factor of its functional surroundings, there arises a problem of systematic control of this large and particularly important resource for achieving strategic goals, which is also a problem of this research.

The purpose of this research is to give an analysis of the structure and function of the Port of Rijeka, as an input for the development of economy of the Republic of Croatia which is based on balancing quality in relation to the cost of the port's services and total transport services.

The aim of this research is to establish strategic resources and technologies, as well as conditions under which the development of the Port of Rijeka can be used as a special instrument of national economic policy, but also as a special instrument of all accompanying

businesses in the port area and on the Rijeka traffic route which would have an effect and would profit from the port's development.

## 1. ECONOMIC MULTIPLIER

The Port of Rijeka is a port of international economic significance for the Republic of Croatia, and as such makes numerous positive effects on the national economy. In total, 63 concessioners conduct business in the area covered by the Port Administration of Rijeka. A large number of concessioners means that there is a necessity for a greater amount of transportation and logistics services, and thereby also a necessity of earning revenue from business subjects who conduct these services. Concessioners directly and indirectly earn their revenue in the port area, at the same time producing a multiplying effect on the national economy as a whole.

The effects which the port incurs through its business manifest themselves in two ways. The direct effect represents all those subjects who have a direct effect on the business transactions of the port, such as shippers, land transporters, freight forwarders, agents etc., while the indirect effect relates to all enterprises which realised their revenue through the business of the port itself such as HC (Croatian Roads), HAC (Croatian Motorways), INA (Oil Industry), HEP (Croatian Electric Power Industry), trade, hospitality etc. The multiplying effect is determined by an input-output analysis of activity on the observed area. Once it is determined which subjects receive an income, the data about business revenue of enterprises, gross added value, and total number of employees who receive an income from the port itself can be easily obtained.

Table 1: Number of employed in the business of the Port of Rijeka

Port Administration Rijeka	52
Concessioners in the port area	1,400
Shippers	75
Land transporters	880
Freight forwarders	215
Maritime agents	285
<b>Total employed</b>	<b>2,907</b>

Source: Mlinarević et al., Complex effects of investing in the modernization of the Port of Rijeka on the economy of the Republic of Croatia, Engineering Bureau, 2010, pg. 27

Table 1 shows that 2.907 employees participated in all of the business transactions of the port. If we take into account the average Croatian gross salary, the cost of all the employees is obtained, which amounts to 279,560,376 kunas annually. By further analysing the example of the largest Croatian road transporter "La Log" Ltd. and the example of the Croatian railway transporter "HZ Cargo" Ltd. Zagreb, by applying the weighted average it was determined that land transporters have approximately 1.2 employees per 1 million kuna revenue. By estimating the number of employees with freight forwarders and maritime agents the same assumptions

about obtained income were also used. By observing the examples of freight forwarding enterprises “Schenker” Ltd. Rijeka, “Transadria” Ltd. Rijeka and “Intereuropa” Ltd. Rijeka and maritime agencies “Transagent” Ltd. Rijeka and “Jadroagent” Ltd. Rijeka, it has been established that on average freight forwarders have approximately 2, and maritime agencies approximately 3.5 employees per 1 million kunas of realised revenue.

Table 2: Realised multiplying factor of the Port of Rijeka by unloading one 40’ container transported from Malta to Zagreb

How much do subjects in the area earn from one 40’ container in the Port of Rijeka?	
<i>Business subjects</i>	<i>Income (circa)</i>
PORT	100 USD
SHIPPERS	270 USD
LAND TRANSPORTERS	600 USD
FREIGHT FORWARDERS	50 USD
AGENTS	50 USD
LIGHT DUES	20 USD
OTHER PARTICIPANTS in the transport of the container	80 USD
<b>Total:</b>	<b>1,170 USD</b>

Source: <http://www.pomorskodobro.com/hr/projekti/156-strateska-prometna-promisljanja.html> (30.01.2014.)

According to Table 2 it can be concluded that 1 USD of income for the Port of Rijeka, brings at least 11 USD of new income to the other participants. By observing modern ports and logistic-distributional centres, where the goods are refined, stored and improved, it is predicted that through the entry of 1 USD into the Port of Rijeka the other participants in the transport would realise 20 USD of new income. The Port of Kopar can serve as an example of systematic long-term constant investment into the port capacities and transport infrastructure, and is approaching the 20 mark.

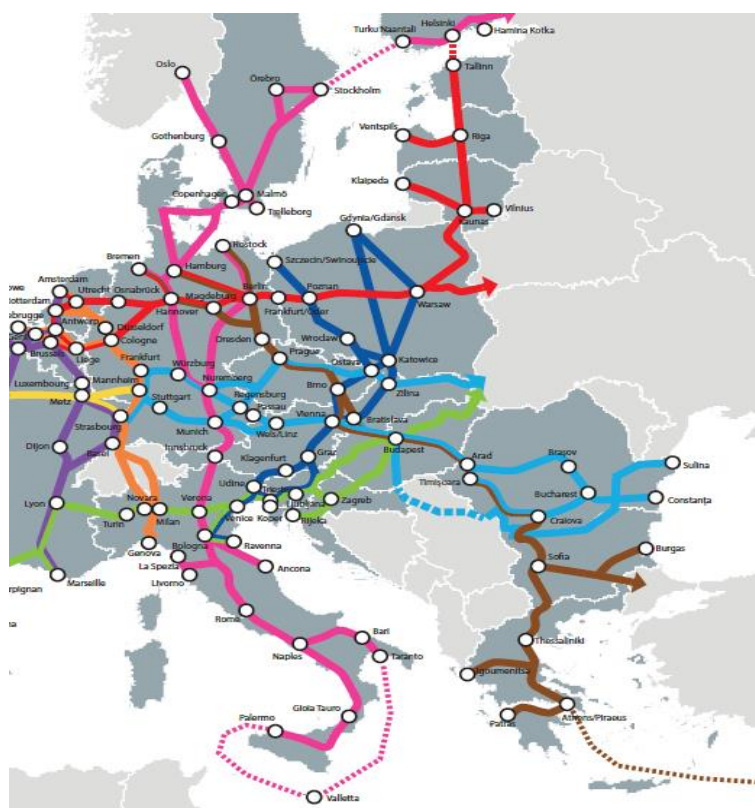
## 1. STRATEGIC SOLUTIONS FOR ADVANCING DEVELOPMENT OF THE PORT OF RIJEKA

In the year 1873 Rijeka and the Port of Rijeka had the most modern railway at the time, but that same railway is still used today, which implies that it is out-dated in comparison to its competitors. Nonetheless, today we can talk of endeavours to finally realise some long ago started strategic projects, above all, under the auspices of affirmed transport corridors of road and railway infrastructure of the EU network, of whom the Republic of Croatia is since recently a full member. This could soon increase the importance of the Port of Rijeka, not just as an

important transport crossroads for the Republic of Croatia, but also for all the other countries in the surrounding area.

One such solution would be the “Gateway Project”, i.e. widening the “Zagreb Quay”, which would have a draught of 20 meters deep. It would be able to accommodate fifth generation ships of a 10,000 TEU capacity, and it is estimated that the annual capacity of the container terminal would amount to 3 million TEU/annually. For the “Zagreb Quay” to have a full purpose, an adequate traffic infrastructure is necessary. A construction of a railway between Rijeka-Zagreb-Botovo (picture 2) is planned, whereby Rijeka would become a strategic crossroads between the EU and overseas countries of the Middle and Far East.

Picture 1: Fundamental trans-European network corridors (TEN-T corridors)



Source: [http://www.tentdays2013.eu/Doc/b1\\_2013\\_brochure\\_lowres.pdf](http://www.tentdays2013.eu/Doc/b1_2013_brochure_lowres.pdf) (04.02.2014)

On the 17.10.2013. the European Commission publicised new maps on which nine main corridors are depicted which will represent the framework for transport inside an integral European market, and with the help of which connections between East and West will be significantly altered. In accordance with that aim, financial help from the EU for transport infrastructure will increase threefold for the period 2014-2020, and will amount to 26 billion Euros. The aim of these corridors is to connect the existing dissected network of roads, railways, airports, and canals into an integral trans-European transport network (TEN-T).

The Mediterranean corridor links the South of the Iberian peninsula, across the Spanish and French Mediterranean coast, it passes through the Alps in the North of Italy, then enters

Slovenia and continues further towards the Hungarian-Ukrainian border. Parallel with that, as its integral part, is also the directional route Rijeka-Zagreb-Budapest. Between those two parallel routes there is also a link between Zagreb and Slovenia; a road and railway corridor.

Picture 2: Detailed road and railway corridor Rijeka-Zagreb-Budapest



Source: [http://www.tentdays2013.eu/Doc/b1\\_2013\\_brochure\\_lowres.pdf](http://www.tentdays2013.eu/Doc/b1_2013_brochure_lowres.pdf) (04.02.2014)

The planned railway track corridor was given a priority in the developmental plans of „Croatian Railways“, and so it was agreed that on the whole stretch from the state border with Hungary to Rijeka double tracks be provided, and that the track be enabled for travelling speed of 100 (140) km/h for freight transport. Also the necessary conditions for the realization of the planned capacity of the new track of 25 to 30 million tonnes of freight annually are being provided for.

The current Rijeka-Zagreb-Budapest railway track is single-track. It has a maximum capacity of 5 million tonnes of freight annually, and the maximum speed is 30 km/h. The government of the Republic of Croatia has temporarily halted the investment linked to the project of the low railway Rijeka-Zagreb-Botovo and entered a reconstruction project of the existing railway, whereby the capacity of the railway will increase by 6 thousand tonnes of net freight annually.

In order for the port to be fully competitive, it is necessary to construct the transport-logistics centre and work-zone „Miklavije“ with a surface area of 1.5 million m<sup>2</sup>. „Miklavije“ will represent a strategic place, where the goods will be refined, stored, and put through final processing stages (picture 3), and thereby a multiplying effect of 20 will be achieved, that is for 1 U.S. dollar of realised revenue of the port of Rijeka, a new value in the amount of 20 U.S. dollars would be created. The advantages of Miklavije are a good railway and road connection to the port centre, and also an excellent connection to the countries in the EU surroundings. The biggest advantage of „Miklavije“ is its immediate proximity to the port, which would reduce jams in the city traffic and thereby gas emissions as well, which would also achieve an ecological effect in this project. Miklavije would have all the necessary services that might be required by a transport-logistics centre, such as customs, a bank, opened and closed storage facilities, sports-recreational content, repair centre for heavy vehicles, stores, and the like.



The development of the “Miklavije” zone is closely linked to a few strategic projects of the City of Rijeka and the Primorje-Gorski Kotar county, and those are, primarily, the construction of the western container terminal of the Port of Rijeka on the Zagreb quay, which is in the phase of seeking a future concessioner of the Port Administration Rijeka and is part of the Gateway Project. That will be followed by the construction of the new road D 403, on the so-called western exist from the city where the cargo from the Port of Rijeka should be transported the fastest and shortest way onto the highway and further towards the inter-modal zone “Miklavije”. Parallel to that, work is being done on finding a solution for the reconstruction of the railway, which should serve the purpose of transporting cargo towards the Miklavije zone. As for the zone itself, the Matulji Community is about to acquire ownership over the future area of the inter-modal zone (only the compensation must be paid to Ltd. Croatian Forests). This would enable negotiations with potential strategic investors in the development of the zone over several stages, first and foremost the construction of a new truck terminal is being discussed.

The Port of Rijeka will see a full recovery when these projects are linked into one whole. Thereby it would be enabled not just the development of the Port of Rijeka, but partially also the recovery of the Republic of Croatia from the financial crisis in which it currently is. In order for that to be achieved, joint action of all subjects on the transport route is necessary, given that, as is shown in this essay, they too take a piece of the cake offered on the market.

## **1. CONCLUSION**

From the results of this research it can be clearly deduced that the area of the Port of Rijeka represents a key international transport crossroads which functionally integrates the area of the Republic of Croatia and the countries of Central and South-Eastern Europe with the rest of the world, especially with countries of the Middle, near and far East, which with two thirds of all producers and consumers of goods in the world represent the biggest market in the world.

By investing effort into the realization of the restructuration and development plan of the Port of Rijeka, at the same time the transport system of the Republic of Croatia, as well as of the region as a whole, is also being invested in. The Republic of Croatia strives for better and faster connection with the rest of Europe, therefore the prerequisite to that goal is the inclusion of Croatian corridors into the net of Trans-European traffic routes, which, apart from what is cited above, also leads to further development and spreading of business activities. This is also supported by the geographical traffic position of the Port of Rijeka which represents a crossroads for all transport and trans-shipping activities of the region and is the quickest, most economical way of linking Europe with the Mediterranean as well as the rest of the world. Economic multipliers, generated by the international goods traffic via the Port of Rijeka, today estimated to be at a coefficient 11, indicate that the port represents a strategic instrument of state economic policy. Thereby the strategic and economic justification of investing capital for development into the port-transport capacities is proven, among which particularly stands out the construction of the central container terminal “Zagreb Quay”, the low railway Rijeka-Zagreb-Botovo, and the transport-logistics centre “Miklavije”.



## TRANSLATION ANALYSIS OF SOURCE TEXT 1: *Importance and Role of the Port of Rijeka in Transport and Economic Development of the Republic of Croatia*

This article is about traffic or transport in the Port of Rijeka and the wider area. The article was chosen because it seemed interesting, not only to read, but to translate as well. It contains many terms from the specific register of ship-building and transport. Some of these, as will be explained later on, were challenging, because they are very specific and it was hard to find exact English equivalents.

At the very beginning of the article there is a difficult phrasing: *po prirodi svoje geostrateške i geoprometne pozicije*. There is an equivalent for *geostrateški* in English, *geostrategic*. For *geoprometni*, however, no such equivalent was to be found. There is no such word as *geotraffic* or phrase such as *geotraffic position*. Therefore, another word which carries the intended meaning across was chosen: *trading position*.

Now to give an example of some concrete fixed expressions, phrases consisting of an adjective plus a noun being the most common. For example, a phrase from the register of business and economics: *vagani prosjek*. One could not just assume it is weighted average without checking if it exists and if it is used in the same way. In this case it indeed is the correct translation of *vagani prosjek* – weighted average. One of several sources is this on-line business lexicon in Croatian, which displays the original English name for the term in brackets, i.e. weighted average<sup>1</sup>

Other phrases which were encountered while translating the article had several possible renditions in English. For example: *ostvareni prihodi*. This could be translated as realised income, obtained income, realised revenue, or obtained revenue. The choice in this translation was *realised revenue*, not purely on the basis of how it sounds, i.e. just because it sounds

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<sup>1</sup> <http://www.poslovni.hr/leksikon/vagani-pomicni-prosjek-weighted-average-1973#>

professional, but because in fact it is widely used in internet sources. This is one source from a business web-site<sup>2</sup>

The word which proved to be the most challenging to translate in the article is *svjetlarina*. This word comes from a specific shipping register in Croatia, and it is the name of a certain fee that shippers and freight-forwarders are required to pay for lighting, i.e. for lighthouse services provided by the port area. The correct translation of *svjetlarina* is *light dues*, but it is difficult to find such a specific term, particularly when it cannot be found in the dictionary, and one has no clue how it could be called in English. The only logical lead is in the name; *svjetlo* (*light* in Croatian), therefore if one uses logic it must be some sort of lighthouse, or light fee. I managed to find it after hours of browsing the internet, and it is in fact mentioned on many web-sites, such as this one<sup>3</sup>

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<sup>2</sup> <https://www.business-case-analysis.com/realized-revenue.html>

<sup>3</sup> <http://www.cil.ie/who-we-are/light-dues.aspx>

## SOURCE TEXT 2

Davor Širola Stručni rad

Valentina Iskra UDK 338.246.027:334.012.63/.64(4-67EU)

### ANALIZA SUSTAVA POTICANJA PODUZETNIŠTVA NA EUROPSKOJ, HRVATSKOJ I LOKALNOJ RAZINI

#### 1. UVOD

Mala i srednja poduzeća (u daljnjem tekstu: MSP4), predstavljaju okosnicu ekonomije Europske unije (u daljnjem tekstu: EU). U 2013. godini MSP čine 99,8 % europskih poduzeća i generiraju oko 58 % dodane vrijednosti, zapošljavajući  $\frac{2}{3}$  radnika (European Commission, 2013 a:7). EU je malom gospodarstvu povjerio ulogu osnovnog izvora inovacija, novog zapošljavanja, pokretača rasta, nositelja strukturnih promjena i napretka (Švaljek et al., 2007:71). Na pritiske ekonomske krize Europska unija je reagirala i kroz reviziju strateških dokumenata, ponajprije Lisabonske strategije, prema kojoj je EU do 2010. godine trebao postati najkonkurentnije i najdinamičnije gospodarstvo svijeta (European Commission, 2000:11). Revizija je rezultirala strategijom Europa 2020., kojom su postavljeni temelji za budući pametan, održiv i uključiv rast i konkurentnost, a kao jedna od sedam vodećih inicijativa postavljena je (European Commission, 2010 a:3): ‘industrijska politika za globalnu eru s ciljem poboljšanja poslovnog okruženja, posebno za MSP’. Nadalje, Akcijski plan za poduzetništvo 2020. prepoznao je nove i mlade poduzetnike kao ključan element u kreiranju oporavka Europe bogate radnim mjestima te istaknuo da je poduzetništvo moćan poticaj ekonomskog rasta i kreiranja radnih mjesta i poduzeća, otvaranja novih tržišta, koji istovremeno razvija nove vještine i sposobnosti. Akcijski plan za poduzetništvo 2020. osmišljen je kao temeljni plan za zajedničku akciju oslobađanja europskog poduzetničkog potencijala, uklanjanje postojećih prepreka i revoluciju u poduzetničkoj kulturi te definira tri prioriteta područja djelovanja (European Commission 2010b:3): razvoj poduzetničkog obrazovanja, kreiranje povoljnog poslovnog okruženja, isticanje uzornih poduzetnika i dohvaćanje specifičnih skupina (npr. mladi, žene). Novim strateškim dokumentima EU planira smanjiti poduzetnički jaz koji je i dalje značajno izražen u odnosu na druge vodeće ekonomije svijeta, posebno Sjedinjene Američke Države (u daljnjem tekstu: SAD).

Svrha ovog rada je analizirati modalitete usvajanja sustava pružanja potpora malom i srednjem poduzetništvu koje promovira EU, na nacionalnoj – hrvatskoj i lokalnoj razini u gradu Rijeci. Cilj rada je temeljem rezultata istraživanja utvrditi poziciju koju sustav poticanja poduzetništva na nacionalnoj i lokalnoj razini ima u odnosu na europsku razinu. Ovaj rad je strukturiran tako da nakon uvoda slijedi pregled trendova u malom i srednjem poduzetništvu, te relevantnih istraživanja o ulozi i značaju malih i srednjih poduzeća i poduzetništva (uključujući i hipoteze rada), a zatim prikaz metodologije i rezultata istraživanja, te zaključak.

## 2. TRENDOMI, ULOGA I ZNAČAJ MALOG I SREDNJEG PODUZETNIŠTVA

### 2.1 Trendovi sektora malih i srednjih poduzeća u Europskoj uniji, Hrvatskoj i Rijeci

Istraživanje percepcija građana 27 država EU-a i građana SAD-a provedeno 2012. godine pokazalo je da 51

% ispitanika u SAD-u preferira samozapošljavanje, nasuprot samo 37 % građana EU-a, dok je pretkrizne

2007. godine taj odnos bio 61 % u SAD-u prema 45 % u EU-u (European Commission 2007:3 i 2012 a:2). U 2012. godini 54 % hrvatskih građana smatralo je samozapošljavanje poželjnim, no 80 % nije vjerovalo da je ono izvedivo, što upućuje da poduzetnički jaz postoji i u Hrvatskoj (Ministarstvo poduzetništva i obrta 2013 a:2). U nastavku je dat pregled i analiza dijela pokazatelja poduzetničke aktivnosti, strukture zastupljenosti zaposlenih, te udjela u BDP-u, prema veličini poduzeća u EU-u, Hrvatskoj i gradu Rijeci.

Tablica 1. Odabrani pokazatelji poduzetničke aktivnosti za Hrvatsku (RH) i EU-27 (prosjeak)

Pokazatelji	God.	RH	EU
Stopa samozapošljavanja (% ukupne zaposlenosti)	2010.	17	14
Stopa poduzetništva (% osoba koje su pokrenule ili	2009.	10	12
Poduzetnička namjera (% osoba s namjerom pokretanja	2011.	18	13
Sklonost samozapošljavanju (% osoba koje bi radije bile	2009.	43	45
Izvedivost samozapošljavanja (% osoba za koje je	2009.	21	28
% osoba za koje školsko obrazovanje pomaže razvoju	2009.	53	49
% osoba za koje uspješni poduzetnici imaju visok	2011.	47	69
Zadovoljavajuća pozornost koju mediji pridaju	2011.	41	50

Izvor: European Commission 2012 b:4

Iz tablice 1 vidljivo je da Hrvatska zaostaje za prosjekom EU-27 prema svim pokazateljima, izuzev stope samozapošljavanja, postotka osoba s namjerom pokretanja posla u sljedeće tri godine, te postotka osoba koje smatraju da školsko obrazovanje pomaže u razvoju poduzetničkog stava (u tablici označeni masnim brojkama).

Tablica 2. Razina poduzetničke aktivnosti mjerene TEA pokazateljima tijekom recesije

Pokazatelj	Godina	Hrvatska	Najviši rezultat	Prosjek gospodarstava temeljenih na efikasnosti
TEA indeks	2008.	7,59 (rang	29,82 Bolivija	Prosjek 11,30 (Peru 25,6)
	2011.	7,32 (rang 37/55)	35,0 Nigerija	Prosjek 13,97 (Kina 24,0)
TEA prilika	2008.	5,43 (rang	/	Prosjek 7,38
	2011.	4,61 (rang 42/55)	/	Prosjek 9,71
TEA nužnost	2008.	2,16 (rang	/	Prosjek 3,54
	2011.	2,59 (rang 28/55)	/	Prosjek 3,92
TEA prilika / TEA nužnost)	2008.	2,52 (rang	15,05 Island	Prosjek 2,50 (Meksiko 5,77)
	2011.	1,78 (rang 47/55)	20,0 Norveška	Prosjek 3,43 (Barbados 18,54)

Izvor: CEPOR, 2012 a:27-28

Prema rangiranju koje se provodi u sklopu istraživanja Global Entrepreneurship Monitora Hrvatska pripada skupini ekonomski srednje razvijenih država koje svoj razvoj temelje na efikasnosti, no i u toj skupini svi TEA pokazatelji<sup>5</sup> za Hrvatsku ispod su prosjeka skupine, izuzev tzv. ‘motivacijskog indeksa’, odnosno omjera TEA prilika i TEA nužnosti u 2008. godini (otisnuto masno u tablici 2). Zaostatak je još značajniji u odnosu na vodeće države skupine, a posebno u odnosu na sveukupno najbolje države (stupac ‘Najviši rezultat’ u tablici 2). Pritom prosjek TEA pokazatelja skupine gospodarstava temeljenih na efikasnosti raste u razdoblju recesije (2008. – 2011.), dok istovremeno u Hrvatskoj opada u svim kategorijama.

Oba prikaza (tablica 1 za europsku i tablica 2 za svjetsku razinu), ukazuju da Hrvatska zaostaje u većini pokazatelja poduzetničke aktivnosti.

Iz prikaza kretanja zaposlenosti u EU-u na grafikonu 1 uočava se da je kriza snažnije utjecala na pad zaposlenosti u velikim poduzećima na početku krize (2008. – 2010.), no i da se zaposlenost u velikim poduzećima brže oporavlja u odnosu na MSP (2010. – 2012.). Kretanja u pogledu zaposlenosti i udjela u BDP-u u Hrvatskoj u vrijeme ekspanzije (2002 – 2008.) i u vrijeme krize (2008. – 2011.) prikazana su u tablici 3.

Tablica 3. Kretanje strukture veličine poduzeća, udjela zaposlenosti i BDP-a u Hrvatskoj 2002., 2008. (2009.) i 2012. (2011.) godine

Pokazatelji	Broj zaposlenih				BDP (udjel u %)			
Vrste poduzeća	2002.	2008.	2011.	11/08	2002.	2009.	2011.	11/09
Ukupno MSP	387.981	416.454	344.012		47,7	53,1	50,2	
<i>Indeks MSP</i>	<i>100</i>	<i>107,3</i>	<i>88,7</i>	<i>82,6</i>	<i>100</i>	<i>111,3</i>	<i>105,2</i>	<i>94,5</i>
Mikro (0 - 9)	115.138	81.396	68.832					
Mala (10 - 49)	119.388	187.223	150.888		30,4	33,8	31,7	
Srednja (50 -	153.455	147.835	124.292		17,3	19,3	18,5	
<i>Indeks srednja</i>	<i>100</i>	<i>96,3</i>	<i>81,0</i>	<i>84,1</i>	<i>100</i>	<i>111,6</i>	<i>106,9</i>	<i>95,9</i>
Velika (> 250)	350.382	281.365	244.211		52,3	46,8	49,8	
<i>Indeks velika</i>	<i>100</i>	<i>80,3</i>	<i>69,7</i>	<i>86,8</i>	<i>100</i>	<i>89,5</i>	<i>95,2</i>	<i>106,4</i>
Zadruge	3.440	2.766	2.272		/	/	/	/
Obrti	221.357	227.550	188.871		/	/	/	/
SVEUKUPNO	963.160	928.135	779.366		100	100	100	/
<i>Indeks sveukupno</i>	<i>100</i>	<i>96,4</i>	<i>80,9</i>	<i>84,0</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>
MSP u %	51,4	58,6	57,5	/	/	/	/	/
Zadruge i obrti %	2,1	1,8	1,6	/	/	/	/	/

Napomena: podaci u tablici nisu jednoznačni u svim izvorima zbog različitih metodologija Državnog statističkog zavoda Republike Hrvatske i FINA-e

Izvor: obrada autora prema - ACE International Consultants S. L. i partneri, 2012:7 i 53-54 i 2013:17; CEPOR, 2012 b:13; CEPOR, 2011:14; Singer, Lauc, 2004:2; Hrvatska obrtnička komora, 2012:18; 2009:8 i 15, te 2006:8 i 20

Podaci u tablici 3 ukazuju na rast zaposlenosti u MSP-u (posebno mala poduzeća), te rast udjela BDP-a MSP-a prije krize, u odnosu na pad u oba pokazatelja kod velikih poduzeća. U recesiji

sva poduzeća smanjuju broj zaposlenih, no velika poduzeća iskazuju (indeksno) veću otpornost u pogledu pada zaposlenosti, što dijelom prati trend kretanja zaposlenosti u velikim poduzećima u EU-u prikazan na grafikonu 1.

Pored trendova vidljivih iz tablice 3, treba naglasiti i da su državne i lokalne potpore namijenjene razvoju MSP-a u Hrvatskoj u razdoblju od 2002. do 2010. godine iznosile 1,48

% sveukupnih potpora, dok su, primjerice, potpore za brodogradnju i promet/prijevoz (gdje su pretežno zastupljena velika poduzeća), imale udjel od čak 35,3 %, tj. MSP-u daju veći povrat po kuni dodijeljene potpore (ACE International Consultants S. L. i partneri,

2012:67). Istovremeno prosječna dodana vrijednost po zaposleniku u cijelom sektoru MSP-a iznosila je 11.861 eura u 2011. godini (od 9.824 eura u mikro, preko 13.829,5 eura u malim do 12.505. eura u srednjim poduzećima), dok u velikim poduzećima iznosi 17.715 eura. U sektoru MSP-a 10 novih članica Europske unije (iz 2004.) su uspješnije u odnosu na Hrvatsku i ostvaruju prosječno 15.947 eura, dok 17 'starih' članica ostvaruje čak 50.958 eura dodane vrijednosti po zaposleniku. Prema podacima FINA-e sektor MSP-a u Hrvatskoj čini

44 % ukupnog izvoza za 2012. godinu u usporedbi s 40 % 2010. godine. Prema podacima FINA-e sektor MSP-a čini 44 % ukupnog izvoza za 2012. godinu (40 % u 2010. godini). Pritom mikropoduzeća čine 8 % ukupnog izvoza u Hrvatskoj (u 2012. godini), mala poduzeća 13 %, a srednja 23 % ukupnog hrvatskog izvoza (ACE International Consultants S. L. i partneri, 2013:8-9 i 15). U nastavku tablica 4 prikazuje promjene strukture poduzeća i zaposlenih u Hrvatskoj i EU-u.

Tablica 4. Dinamika kretanja strukture poduzeća u Hrvatskoj i Europi prema veličini i broju zaposlenih od 1990. do 2013.

Godina	1990.				2013.			
Pokazatelji	Udjel broja poduzeća u %		Udjel zaposlenih u %		Udjel broja poduzeća (u %)		Broj zaposlenih (u %)	
Vrste poduzeća po veličini	Hrvatska	Europa-16	Hrvatska	Europa-16	Hrvatska	EU27	Hrvatska	EU27
Mikro (0 - 9)					91,8	92,1	30,7	28,8
Mala (10 - 49)	81,17	96	9,16	56	6,7	6,6	19,2	20,4
Srednja (50 - 249)	13,3	2	30,24	15	1,2	1,1	19,1	17,4
Velika (> 250)	5,53	2	60,59	29	0,3	0,2	31,0	33,4
Sveukupno	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Ukupno mala i srednja	94,47	98	39,49	71	99,7	99,8	69,0	66,6

Izvor: obrada autora prema - Singer, Lauc, 2004:3-4; European Commission, 1995:41; European Commission,

2013, *Report Croatia i EU27 (2008.-2013.)*

Disproporcije uočljive na tablici 4 u pogledu udjela broja poduzeća i broja zaposlenih u MSP-u između Hrvatske i Europe (16 članica) u 1990. godini, brzo su nestale nakon političkih promjena i prelaska Hrvatske na tržišno gospodarstvo, te se tijekom 1990-ih (već u 1995.) značajno približile strukturi u europskim državama, da bi danas (2013. godine), Hrvatska imala strukturu gotovo identičnu onoj u EU27 kako po udjelu broja poduzeća, tako i broju zaposlenih u pojedinoj kategoriji veličine poduzeća. Pritom treba naglasiti da sektor MSP-a ima različit utjecaj na zapošljavanje po pojedinim djelatnostima i državama EU-a. Tako u djelatnosti rudarstva i vađenja u EU-u sudjeluje s oko 30 %, a u djelatnosti građevinarstva i poslovanja nekretninama s preko 85 %, dok MSP čine od 52,3 % svih zaposlenih u Velikoj Britaniji, do 85,8 % u Grčkoj (European Commission, 2013:12-14)



## TRANSLATION OF SOURCE TEXT 2

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## ANALYSIS OF THE SYSTEM OF STIMULATING ENTREPRENEURSHIP ON THE EUROPEAN, CROATIAN AND LOCAL LEVEL

### 1. INTRODUCTION

Small and medium-sized enterprises (hereinafter referred to as “SME”) represent the backbone of the economy of the European Union (hereinafter referred to as the “EU”). In 2013 99.8% of the European enterprises were SMEs, generating about 58% of added value and employing two thirds of the workforce (European Commission, 2013 a:7). The EU gave small businesses the role of being the basic source of innovation and new employment, promoting growth, structural changes and progress (Švaljek *et al.*, 2007:71). The European Union reacted to the economic crisis also by revising strategic documents, primarily the Lisbon Strategy, according to which the EU was supposed to become the most competitive and dynamic economy in the world by 2010 (European Commission, 2000:11). The revision resulted in the Europe 2020 strategy, providing the foundation for smart, sustainable and comprehensive growth and competitiveness in the future. One of the seven leading initiatives established (European Commission, 2010 a:3) was *an industrial policy for the globalisation era with the aim of improving the business environment, especially for SMEs*. Furthermore, the Entrepreneurship 2020 Action Plan recognised new, young entrepreneurs as the key element in fostering Europe’s recovery by generating new jobs, emphasising that entrepreneurship was a powerful incentive for economic growth and creating new employment and enterprises and opening new markets while at the same time developing new skills and capabilities. The Entrepreneurship 2020 Action Plan was conceived as the basic plan for a comprehensive release of European entrepreneurial potential, removal of the existing obstacles and revolution in entrepreneurial culture. It defines three priority areas of action (European Commission 2010 b:3): development of entrepreneurial education, creating a favourable business environment, giving prominence to model entrepreneurs and reaching specific groups (e.g. young people, women). With the new strategic documents, the EU plans to narrow the entrepreneurial gap, which is still very pronounced in relation to other leading global economies, particularly the United States of America (hereinafter referred to as the “USA”).

The purpose of this essay is to analyse the modalities of adopting a system of providing support for small and medium-sized enterprises promoted by the EU on the national level (Croatia) and on the local level in the City of Rijeka. The aim of the essay is to use research results as a basis for establishing how the system of stimulating entrepreneurship on the local

and national level in Croatia correlates to the EU standards. The essay is structured in such a way that after the introduction follows an overview of the trends in small and medium-sized entrepreneurship, and relevant research about the role and significance of small and medium-sized enterprises and entrepreneurship (including hypothesis of the paper), followed by a display of methodology and research results, and a conclusion.

## **2. TRENDS, ROLE AND SIGNIFICANCE OF SMALL AND MEDIUM-SIZED ENTREPRENEURSHIP**

### **2.1 Trends in the sector of small and medium-sized enterprises in the European Union, Croatia and Rijeka**

A survey on the perception of citizens from 27 EU states and citizens of the USA which was conducted in 2012 has shown that 51% of subjects in the USA preferred self-employment, against only 37% of EU citizens. In contrast, in 2007, just before the financial crisis, that relation was 61% in the USA against 45% in the EU (European Commission 2007:3 and 2012 a:2). In 2012 54% of Croatian citizens preferred self-employment, but 80% did not believe it was feasible, indicating that there is an entrepreneurial gap in Croatia too (Ministry of Entrepreneurship and Crafts 2013 a:2). Below is an overview and analysis of some of the indicators of entrepreneurial activity, percentage of employees, and share in GDP, according to the size of enterprises in the EU, Croatia and Rijeka.

Table 1. Selected indicators of entrepreneurial activity for Croatia (RC) and EU-27 (average)

<b>Indicators</b>	<b>Year</b>	<b>RC</b>	<b>EU</b>
Rate of self-employment (% in overall employment)	2010	<b>17</b>	14
Rate of entrepreneurship (% of persons who have started or are starting a business)	2009	10	12
Entrepreneurial intent (% of persons intending to start a business in the next 3 years)	2011	<b>18</b>	13
Preference to self-employment (% of persons who would rather be self-employed)	2009	43	45
Feasibility of self-employment (% of persons for whom self-employment is feasible)	2009	21	28
% of persons who feel school education helps develop entrepreneurial attitude	2009	<b>53</b>	49
% of persons who feel successful entrepreneurs have a high social status	2011	47	69
Adequate media attention devoted to entrepreneurship (in %)	2011	41	50

Source: European Commission 2012 b:4

Table 1 shows that Croatia lags behind the EU-27 average according to all the indicators, except the rate of self-employment, percentage of persons intending to start a business in the

next three years, and the percentage of persons who feel that school education helps in the development of an entrepreneurial attitude (marked in **bold** print in the table).

Table 2. Level of entrepreneurial activity measured by TEA indicators during the recession

<b>Indicator</b>	<b>Year</b>	<b>Croatia</b>	<b>Highest result</b>	<b>Average of economies based on efficiency</b>
<b>TEA index</b>	2008	7.59 (rank 26/43)	29.82 Bolivia	Average 11.30 (Peru 25.6)
	2011	7.32 (rank 37/55)	35.0 Nigeria	Average 13.97 (China 24.0)
<b>TEA opportunity</b>	2008	5.43 (rank 27/43)	/	Average 7.38
	2011	4.61 (rank 42/55)	/	Average 9.71
<b>TEA necessity</b>	2008	2.16 (rank 23/43)	/	Average 3.54
	2011	2.59 (rank 28/55)	/	Average 3.92
<b>TEA necessity/opportunity</b>	2008	2.52 (rank 25/43)	15.05 Iceland	Average 2.50 (Mexico 5.77)
	2011	1.78 (rank 47/55)	20.0 Norway	Average 3.43 (Barbados 18.54)

Source: CEPOR, 2012 a:27-28

According to the ranking calculated as part of the Global Entrepreneurship Monitor research, Croatia belongs to the group of middle income countries which base their development on efficiency. However, in that group all the TEA indicators for Croatia are below average for that group, except for the so-called “motivational index”, that is the ratio between the TEA opportunities and TEA necessities in the year 2008 (marked **bold** in Table 2). The lag is even more significant in relation to the leading group of countries, especially in relation to the overall best countries (column labelled “Highest Result” in Table 2). Thereby, the average of TEA indicators for the group of economies based on efficiency has grown during the recession period (2008-2011) while at the same time in Croatia it has declined in all categories.

Both tables (Table 1 for the European and Table 2 for the global level), indicate that Croatia is lagging behind in most of the indicators of entrepreneurial activity.

Table 3. Trends in the structure of enterprise size and employment and GDP share

in Croatia in 2002, 2008 (2009), and 2012 (2011)

Indicators	Number of persons employed				GDP (% share)			
	2002	2008	2011	11/08	2002	2009	2011	11/09
<b>Types of enterprise</b>								
<b>Total SME</b>	<b>387,981</b>	<b>416,454</b>	<b>344,012</b>		<b>47.7</b>	<b>53.1</b>	<b>50.2</b>	
Index SME	100	107.3	88.7	82.6	100	111.3	105.2	94.5
Micro (0-9)	115,138	81,396	68,832		30.4	33.8	31.7	
Small (10-49)	119,388	187,223	150,888					
Medium (50-249)	153,455	147,835	124,292		17.3	19.3	18.5	
Index medium	100	96.3	81.0	84.1	100	111.6	106.9	95.9
Large (> 250)	350,382	281,365	244,211		52.3	46.8	49.8	
Index large	100	80.3	69.7	86.8	100	89.5	95.2	106.4
Cooperatives	3,440	2,766	2,272		/	/	/	/
Trades and crafts	221,357	227,550	188,871		/	/	/	/
<b>TOTAL</b>	<b>963,160</b>	<b>928,135</b>	<b>779,366</b>		<b>100</b>	<b>100</b>	<b>100</b>	/
<b>Index total</b>	<b>100</b>	<b>96.4</b>	<b>80.9</b>	<b>84.0</b>	/	/	/	/
SME in %	51.4	58.6	57.5	/	/	/	/	/
Cooperatives and trades and crafts %	2.1	1.8	1.6	/	/	/	/	/

Note: The data in this table are not unambiguous in all sources due to different methodologies of the National Bureau of Statistics of the Republic of Croatia and FINA

Source: data processing by the author according to – ACE International Consultants S.L. and partners, 2012:7 and 53-54 and 2013:17; CEPOR, 2012 b:13; CEPOR, 2011:14; Singer, Lauc, 2004:2; Croatian Chamber of Trades and Crafts, 2012:18; 2009:8 and 15, and 2006:8 and 20

The data in Table 3 indicate an increase in employment in SMEs (especially small enterprises), and an increase of GDP shares in SMEs prior to the crisis, compared to a decline in both indicators in large enterprises. During the recession all enterprises decreased the number of employed, but large enterprises are more resilient (by index) in terms of decline in employment, which partly follows the trend in employment fluctuation in large enterprises in the EU shown in Graph 1.

Apart from the trends visible in Table 3, it must also be emphasized that state and local support for the development of SMEs in Croatia in the period between 2002 and 2010

amounted to 1.48% of the total support, while, for example, support for ship-building and transport (mostly large enterprises) amounted to as much as 35.3%, i.e. refund provided by the SMEs per kuna of support allocated is greater (ACE International Consultants S.L. and partners, 2012:67). At the same time the average added value per employee in the whole sector of SMEs amounted to 11,861 euros in 2011 (from 9,824 euros in micro enterprises, through 13,829.5 euros in small enterprises to 12,505 euros in medium-sized enterprises) while in large enterprises this amounts to 17,715 euros. In the SME sector 10 new member states of the European Union (in 2004) are more successful in comparison to Croatia, generating 15,947 euros on average, while 17 of the “old” member states generate up to 50,958 euros of added value per employee. According to FINA statistics, the SME sector in Croatia makes up 44% of the total export for the year 2012 in comparison with 40% in the year 2010. According to FINA statistics the SME sector makes up 44% of the total export for the year 2012 (40% for the year 2010). At the same time micro-enterprises make up 8% of the total export in Croatia (for the year 2012), small enterprises 13%, and medium-sized 23% of the total Croatian export (ACE International Consultants S.L. and partners, 2013:8-9 and 15). Table 4 below shows structural changes of enterprises and employees in Croatia and the EU.

Table 4. The dynamics of structural fluctuation of enterprises in Croatia and Europe according to size and number of employees from 1990 to 2013.

Year	1990				2013			
Indicators	Share of enterprises in %		Share of persons employed in %		Share of enterprises (in %)		Number of persons employed (in %)	
Type of enterprise by size	Croatia	Europe-16	Croatia	Europe-16	Croatia	EU27	Croatia	EU27
Micro- (0-9)	81.17	96	9.16	56	91.8	92.1	30.7	28.8
Small (10-49)					6.7	6.6	19.2	20.4
Medium (50-249)	13.3	2	30.24	15	1.2	1.1	19.1	17.4
Large (>250)	5.53	2	60.59	29	0.3	0.2	31.0	33.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Total small and medium	94.47	98	39.49	71	99.7	99.8	69.0	66.6

Source: data processing by the author according to – Singer, Lauc, 2004:3-4; European Commission, 1995:41; European Commission, 2013, *Report Croatia and EU27 (2008-2013)*

The disproportions between Croatia and Europe (16 member states) visible in Table 4 regarding the share of enterprises and number of persons employed in SMEs in 1990 disappeared quickly after political changes and Croatia's transition to market economy. During the 1990s (already in 1995) they came much closer to the entrepreneurial structure in European states, and today (in 2013) Croatia has a structure almost identical to that of EU27, both regarding their share in the number of enterprises and the number of persons employed in individual enterprise-size categories. It must be noted that the SME sector has a different effect on employment depending on type of business and country in the EU. For example, in the mining business in the EU the SME sector participates with about 30%, and in the construction and real-estate business with over 85%. At the same time the share of SMEs is from 52.3% of all persons employed in Great Britain to 85.8% in Greece (European Commission, 2013:12-14).

## **TRANSLATION ANALYSIS OF SOURCE TEXT 2:** *Analysis of the System of Stimulating Entrepreneurship on the European, Croatian and Local Level*

The reason for this article being chosen for translation is first of all because it is relevant, it was published in 2014 in the academic journal *Zbornik Veleučilišta u Rijeci*. Not only is it relevant in the sense that it is contemporary, but it is focused on Rijeka, and discusses contemporary issues of entrepreneurship in Rijeka, as well as in Croatia and Europe. Being 20 pages long, there was no intention of translating it in its entirety. That would far exceed the limit and scope of this B.A. thesis. Since the point or the aim of the work is to demonstrate capability in accurate translation, it is not necessary to have the whole article translated. The original title of the article in Croatian is *Analiza sustava poticanja poduzetništva na europskoj, hrvatskoj i lokalnoj razini*. The provided English translation of this title was *The Analysis of Entrepreneurship Support System on European, Croatian and Local Level*. This is somewhat inaccurate, because the Croatian word *poticanje* would not exactly correspond to the English word *support*. A much more accurate translation of *poticanje* is *stimulation* or *stimulating*. The verb *poticati* means to stimulate, not to support. Of course, sometimes one cannot translate a word literally, because it might not be appropriate in the target language in a specific context. However, in this case there was no need to translate *poticanje* as *support*. For this reason a more correct modified title in English was provided in the translation of the article: *Analysis of the System of Stimulating Entrepreneurship on the European, Croatian and Local Level*.

For the translation of this article it was necessary to know the vocabulary of the source text. In this case the article tackles the subject of economy, therefore a lot of business and economics register was used. Certain words and names for things had to be translated which were not at all familiar, and could not be found in the dictionary. Terms such as *kretanje zaposlenosti*

(employment trends) were slightly more challenging than the average words and phrases. In cases like this, the answer should be sought in a special dictionary for the target register, and if such a dictionary is not available or at hand, then the internet can be of assistance. When an equivalent for a word is found in a specific context, such as how *kretanje* is used in the Croatian business register, there is always an equivalent English term for it in that specific context. Literally *kretanje* means movement, but in this case it means trends; *kretanje zaposlenosti* – employment trends. This can then be further applied to other phrases, where the word would carry the same meaning. For example, *Kretanje strukture veličine poduzeća* – Trends in the structure of enterprise size.

*Kretanje* can also be translated as *fluctuation* in a specific context. In the article there was a heading for a certain table, which read as follows: *Tablica 4. Dinamika kretanja strukture poduzeća u Hrvatskoj i Europi prema...* Here one could translate *Dinamika kretanja strukture* as Dynamics of structural *trends*, or Dynamics of structural *fluctuation*. Because the table depicts changes, increases and decreases in the number of certain enterprises and number of persons employed, fluctuation might be an even better choice of word in that context.

The article also contained certain names of institutions in Croatian, which have an official translation in English. Whenever one comes upon such a name, such as *Hrvatska obrtnička komora* (Croatian Chamber of Trades and Crafts), one should always check if there is an official translation before attempting to translate it alone.

Other specific business register in Croatian is widely used, like *TEA pokazatelji* (TEA indicators), *motivacijski indeks* (motivational index), but mostly it was not a great challenge to render it into English, because presumably it was originally directly translated from English into Croatian. Even the abbreviation “TEA” comes from English; *Total Early-Stage Entrepreneurial Activity*.



Another problem in this particular article was the use of quoted English text from other sources, which was quoted wrongly, i.e. not rendered accurately into Croatian. The author of this article usually gathers information from the documents of the European Commission and cites it in the text. One particular quote, which the author of the article must have quoted directly, because it was put in quotation marks, had a major semantic flaw. The problem is that it was inaccurately translated from English: *Industrijska politika za globalnu eru s ciljem poboljšanja poslovnog okruženja, posebno za MSP. Globalna era* means global era, which does not make any sense. In that case one must think and try to figure out what the author wanted to say exactly. Of course, he or she was referring to *globalisation*, not global as in worldly. Therefore, it would make a lot more sense to say *an industrial policy for the globalisation era with the aim of improving the business environment, especially for SMEs*.

### SOURCE TEXT 3

UDK 656.61(262.3-11)“652“ Izvorni znanstveni rad

Prof. dr. Marin Zaninović

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### NEKE POSEBNOSTI ANTIČKOG PROMETA DUŽ ISTOČNOG JADRANA

#### I.

Arheolozi i povjesničari, koji započinju svoja istraživanja, odmah se suočavaju s pitanjima prometa ljudi i roba u prošlosti kao ključnim pitanjima razvitka civilizacije u cjelini. U sjećanju mi je ostao jedan tekst koji sam pročitao, kako je sv. Pavao širio kršćanstvo dobrim rimskim putovima i kako su to činili njegovi nasljednici. Prošao je tisuće rimskih milja po Siriji, Maloj Aziji, Grčkoj, Makedoniji i Italiji. Pored toga je dobro upoznao i antičke moreplovce, te je čak uspio preživjeti i brodolom kod Melite na putu za Puteole i Ostiju, što je dobro opisao evanđelist Luka, kojem se pripisuje povijest o Pavlu u *Djelima apostolskim* (27 – 28). Ovaj tekst nije samo od prvorazredne važnosti za Pavlov čudesni životopis, već je jednako važan i dragocjen za naše poznavanje antičke plovidbe onog vremena. Ne ulazim ovom prigodom u pitanje je li Melita otok Malta ili jadranski otok Mljet, o čemu se odavno raspravlja, ponajprije ovisno o podrijetlu onoga pisca koji o tome piše. U Dubrovniku je 2008. g. objavljen prijevod latinskog djela mljetskog opata Ignjata Đurđevića (1675. – 1737.) o brodolomu sv. Pavla kod Mljeta, što ga je tiskao u Mlecima 1730. g. Upravo su tim povodom u tisku oživjeli neki davni prijevori. Đurđević je napisao sjajno i uvjerljivo djelo, ali osobno i dalje vjerujem da je brodolom bio kod otoka Malte, a ne kod Mljeta. Bilo bi mi drago da je to bio jadranski otok Mljet, ali smatram da su činjenice ipak nešto drugačije. Naime, da bi se u antici putovalo morem za Rim u pravilu se plovilo u Ostiju, koja je bila rimska luka. Ako se plovilo jadranskom obalom obično se išlo do Akvileje na dnu jadranskog zaljeva, koja je bila vodeća rimska trgovačka i pomorska baza toga dijela Jadrana, te ujedno ulazna postaja za bogatu sjeverno-italijsku ravnicu, tj. padsku Galiju i njene cvjetajuće gradove. Isto tako i za sjeverne pokrajine Norik, Retiju i Germaniju, pa konačno i za našu jadransku obalu od Epidaura, Narone, Salone, Iadera do drugih liburnskih naselja i Istrije s Nezakcijem, Polom i Parentijem. Opis Pavlova putovanja je fascinantan po spoznajama i podacima koje nam daje o opasnostima ovih davnih plovidba kao

i o izuzetnoj vještini antičkih moreplovaca, a pogotovo onih prije njih.

More je neukrotiv element opasan za plovidbu u svako doba godine. To je već u počecima grčke povijesti napisao veliki Hesiod (*Djela i dani*, 663 – 665), koji je doduše bio izrazito kopneni čovjek iz Beotije, okružen brdima, pa je ustvrdio da se treba držati podalje od mora, a ako se već mora ploviti onda je to razdoblje od 15 dana nakon ljetnog solsticija, a to su srpanj i kolo-voz. Vegecije, kao bolji profesionalac, savjetuje (Veget., *De re militari*, 4, 39) da je to razdoblje od 27. svibnja do 14. rujna, a krajnji su granični datumi od 10. ožujka do 10. listopada. To je vrijedilo tijekom čitave antike, pa i u srednjem vijeku. Plovidba u kasnoj jeseni i u zimi bila je svedena na najnužnije potrebe, u prvom redu na one vojne. Luke su bile hibernirane i čekalo se sljedeće proljeće. Nije bilo samo pitanje oluja i vjetrova, već i uslijed magle, slabe vidljivosti, oblačnog i mračnog neba, što je sve otežavalo i onemogućavalo plovidbu. Nije bilo kompasa, a rtovi, hridi i brda bili su prekriveni maglom, oblacima i kišama. Opasnost jadranskih plovidba zabilježio je Pseudo Skimno, koji je živio na prijelazu iz 3. u 2. st. pr. Kr. i koji je u svojoj *Periegezi* (stih 385 – 387) zabilježio da *zrak nad Jadranskim morem nije snjegovit i suviše hladan, a osobito vlažan svudilj ostaje. No žestok je i prevrtljivo se mijenja, ponajviše ljeti, njime šibaju munje, udaraju gromovi i bjesni vihor.*

To je lijep pjesnički sažetak u prijevodu Mate Križmana, ali u njemu su na svoj način sažeta teška iskustva antičkih moreplovaca, koje su stari Grci upoznawali stoljećima ranije na tragu mikenskih i još starijih iskustava. Svoja su iskustva antički grčki pisci i moreplovci zabilježili u nizu dužih i kraćih tekstova. To su ostaci jedne bogate pismene tradicije, koja je do nas stigla više-manje u fragmentima. Mora se spomenuti poznati priručnik o antičkoj plovidbi poznat pod nazivom *Periplus*, autora Pseudo Skilaka, napisan krajem 4. st. pr. Kr., između 330. i 320. g. Bio je to praktični priručnik za plovidbu Sredozemljem, namijenjen moreplovcima, koji registrira tada poznate glavne luke, njihove međusobne udaljenosti, te narode i plemena u čijim se područjima te luke nalaze. To je složen tekst s naknadnim umetcima i pogreškama prepisivača, ali uza sve to izuzetno je dragocjen, jer je utvrdio, za svoje vrijeme, brojne obavijesti u našoj obali Jadrana, njenim stanovnicima i lučkim naseljima. Posebno se duguje trajna zahvalnost nezaboravnom Mati Suiću, koji je kao veliki erudita, obradio dio teksta koji se odnosi na našu obalu od Trsta do Skadra. Raščlanio je tekst te ispravio i pokazao neispravna imena i nejasnoće u tekstu, a što je prirodno za tekst koji je davno nastao u vremenu usporenih komunikacija i veza među udaljenim lukama i zemljama, putnicima i mornarima kao i pojedincima koji su željeli mnoštvo nepovezanih činjenica i obavijesti svesti u neki razumljiv i logičan sustav.

Već su i raniji povjesničari, to treba podvući, znanstveno pristupili pitanjima antičke plovidbe Jadranom i starim piscima, koji su to zabilježili. Tako treba spomenuti, moglo bi se reći, „oca hrvatske povijesne znanosti“, Trogirana Ivana Lučića (1604. – 1679.). Svoje najbolje godine je proveo u Rimu u Hrvatskom zavodu svetog Jeronima, gdje je napisao svoje klasično djelo *De regno Dalmatiae et Croatiae libri sex*, Amstelodami 1666. Tiskao ga je u Amsterdamu, jer je već bio u sukobu s mletačkim vlastima kod kuće, pa ga mletačka cenzura zasigurno ne bi odobrila, a vjerojatno je i u Rimu to bilo problematično. Nakladnik u Nizozemskoj bio je njegov dobar prijatelj Ioanes Blaeu.

Također se ne može mimoići Marka Marulića, koji je preveo s hrvatskog jezika *Ljetopis popa Dukljanina – Regum Dalmatiae et Croatiae gesta*, čiji je tekst bio poticaj i Lučiću. Postoje i druga poznata imena poput Hvaranina, dominikanca Vicka Pribojevića, mljetskog opata

Marva Orbinija i drugih autora, a koje je sve Lučić kritički upotrijebio u svome djelu. Lučić temeljito poznaje i upotrebljava antička vrela vezana za naše krajeve, te koristi i arheološke dokumente, antičke natpise i novce. Kada se npr. govori o plovidbi Jadranom u antici, spominje tri vrste antičkih lađa, koje su ulazile u naše more. To su veće lađe za dugačak put koje su izbjegavale italisku obalu bez luka, a s druge ilirske otoke i usmjeravaju plovidbu sredinom Jadranskog mora. Oni pak koji žive uz Jadran služe se srednjim i manjim lađama. Lađama srednje veličine ne plove sredinom mora već između vanjskih i srednjih ili između srednjih otoka i kopna. Na taj su način izbjegavali velike valove i morsku struju, a s naseljenih otoka su pribavljali potrebne namirnice i vodu. Oni koji se služe manjim lembima, koji su ponajviše tjerani veslima, pratili su obalu kopna te napredovali sigurnijim i mirnijim, premda dužim, putom. Ako zaprijeti vjetar, veslima su se dohvatili poznatih luka na kopnu ili na obližnjim otocima. Kad se smiri nevolja i vrati povoljno vrijeme, lako su se iz njih otiskivali na daljnju plovidbu. Fascinantno je, kako je Lučić sažeto ukazao na bitne odrednice starih plovidbi, koje u krajnjoj liniji vrijede i danas, uz drugu tehnologiju. Pored svega toga, svjedoci smo svakog ljeta, kada Jadran preplave moreplovci-amateri iz kopnenih i udaljenih krajeva i stradavaju u nepredvidljivim vremenima naglih promjena na moru. More je moćni prirodni element, koji se često „poigra“ s ovakvim nazovi mornarima i sa suvremenim tehnikama. Za njih bi vrijedile i danas opomene, koje je Hesiod napisao prije 27 st. Lučić je svoje izlaganje popratio potankom raščlambom antičkih vrela i naselja na obali i otocima. Te njegove analize i poznavanje mogu se i danas prihvatiti. Iz ove spomenute pojedinosti vidljivo je koliko je ovaj povjesničar temeljit i pronicljiv u obradi i drugih pitanja, pa zvuči potpuno suvremeno. Kao Trogiranin iz drevnog primorskog naselja, koje je nekada davno bilo otok, dobro je poznavao čući mora, ali i antičku topografiju širokoga jadranskoga područja. Po tome je njegov pristup u mnogočemu i danas iznenađujuće suvremen i može biti poticajan i koristan svakome tko se bavi sličnim pitanjima. Pouka, treba čitati naše stare pisce, koji su znali svoj posao, ponekad i bolje od nas samih, a osobno nikad nisam volio one koji su ignorantski pristupali tim našim prethodnicima, misleći da povijest počinje s njima, a ima ih, nažalost, uvijek, pa i danas među nama.

Lučićev boravak u Rimu, prijateljstvo i suradnja sa Stjepanom Gradićem (1613 – 1683.), Dubrovčaninom i uglednim članom rimske intelektualne elite uveli su ga u krug švedske kraljice Kristine, koja je privučena klimom i ljepotom juga napustila svoj hladni i tamni švedski sjever i našla novi život u Rimu. Gradić je bio ravnatelj Vatikanske knjižnice i omogućio Lučiću rad na njenim rukopisima i djelima. Zajedno su oplakivali tragičan potres u Dubrovniku 1667. g. Ovaj hrvatski intelektualni dvojac ostavio je nezaobilazne priloge hrvatskoj povijesti i kulturi te zaslužuju trajno proučavanje svoje bogate ostavštine, kao i drugi hrvatski velikani koji su zbog tragičnih domaćih prilika lutali Europom, koja im nije bila odveć susretljiva.

## II.

Niz stručnjaka je, s većim ili manjim uspjehom, pisao o antičkim prometnicama na našoj obali i plovidbama duž obale. To su nezaobilazni F. Bulić i J. Alačević u ranim godištim *Vjesnika za arheologiju i historiju dalmatinsku*, tj. *Bullettino dalmato*. Prometnice su od pamtivijeka povezivale more i zaleđe, ali dublja je unutrašnjost ostajala po strani. Austrijsko preuzimanje Bosne i Hercegovine 1878. g. označilo je pomak i vraćanje ovog dijela turske Azije u krilo Europe. Arheolozi su dali velik doprinos tome poslu, posebno Ć. Truhelka, K. Patsch, G. Radimsky, F. Balliff i dr. Pokrenuli su procese koje su nastavili drugi vrijedni djelatnici. Filip Balliff je u svoje vrijeme (1893. g.) napisao kapitalno djelo o rimskim cestama u Bosni i Hercegovini, što je 1960. g. ažurirao E. Pašalić. Nije moguće u ovom sažetom tekstu navoditi sve vrijedne prethodnike. Pisao sam o tome u svom pregledu antičke arheologije u Hrvatskoj, kao i u drugim tekstovima.

Jedno od ključnih otkrića bio je nalaz natpisa o iz-gradnji rimskih cesta u provinciji Dalmaciji, koje je gradio namjesnik Publije Kornelije Dolabela (14 – 21. g. posl. Kr.) s vojnicima VII. i XI. rimske legije, koji su činili dalmatinski garnizon. Natpise su sačuvali srednjovjekovni Splitsani, koji su ih ugradili u zvonik sv. Duje, a otkriveni su prilikom rekonstrukcije zvonika krajem 19. st. Th. Mommsen ih je objavio u svome Korpusu latinskih natpisa (CIL), danas se čuvaju u Arheološkom muzeju u Splitu. Ovim nalazom povjesničari i arheolozi dobili su prvorazredni dokument za upoznavanje prometne mreže antičkog Ilirika i Dalmacije kao i topografije zbog spominjanja 10-ak naziva, naselja, plemena, brda i rijeka (*Andetrium, Hedum castellum Daesitiatum, Beuci, Oseriates, Bathinus flumen* i dr.). Stoga su ovi natpisi u trajnom interesu stručnjaka. Treba spomenuti i rad M. Abramića, koji je također bio pionirski tekst u svoje vrijeme.

Trebalo je, međutim, proći skoro sedam desetljeća do pojave zaslužnog znanstvenika i stručnjaka, plemenitog čovjeka i kolege Ive Bojanovskog (1915 – 1993.), koji je svojim proučavanjem prometnica u antičkoj Dalmaciji ostvario nove domete u stoljetnim istraživanjima. Višegodišnji rad na tom polju temeljito je prikazao u svojoj doktorskoj disertaciji pod nazivom *Dolabelin sistem cesta u rimskoj provinciji Dalmaciji*. Bojanovski je bio veliki djelatnik u arheološkoj struci, klasično obrazovan i jedinstven po tome što je obišao sve prometnice koje je opisivao i osobno pronalazio u tragovima. Može se reći da je malo stručnjaka u Europi načinilo takav podvig za svoja proučavanja. Stoga su njegovi opisi svih glavnijih bosansko-hercegovačkih i mnogih drugih antičkih prometnica vrelo prvoga reda za poznavanje ove problematike, koji će po tome dugo ostati primjer i poticaj studijama ovoga ključnog nasljeđa za poznavanje naše antičke prošlosti. On, naime, nije napisao samo ovo djelo, nastavio je i dalje istraživao lokacije prometnica u istočnoj Bosni. To su ujedno izvrsne studije u kojima je uspješno rješavao brojna topografska pitanja, temeljena na vlastitim terenskim istraživanjima. Koristi sva dostupna vrela, ostatke naselja, natpise, miljokaze, novce i sve što mu pomaže za cjeloviti pristup problemima.

Mora se također spomenuti i drugo njegovo klasično djelo *Bosna i Hercegovina u antičko doba*. To je fundamentalno djelo velikog poznavatelja antike Ilirika i Dalmacije. Bojanovski na

svakoj stranici problemski i poticajno prikazuje složena pitanja ove davne povijesti kroz pristupačan tekst, ali zato ne na manje lucidan i znanstveni način.

Kao mladi asistent, simbolički sam, na neki način, objavio prvu raspravu koja je bila posvećena prometnoj vezi između dvaju antičkih središta otoka Hvara. Hvar je izduženi goroviti otok, kojeg brdski lanac visine od 300 do 600 me dijeli u njegovom zapadnom dijelu u dužini od oko 300 km na dvije odvojene cjeline, sjevernu i južnu, svaka je negdje više manje strma i svaka strana ima svoje vjetrove i svoja posebna geološka područja za poljoprivredu. Vjetrovi su potopili mnoge antičke i druge lađe, kada to možda i nisu očekivali, ali i hvarski kanali znaju biti i te kako opasni za plovidbu. O tome govore mnogi ostaci antičkih lađa sa svojim, danas više ili manje, opljačkanim amforama, koje je M. Jurišić registrirao u svojim tekstovima, kao i drugi istraživači (M. Petrić, B. Dumančić, M. Orlić, N. Cambi, Z. Brusić, I. Radić Rossi, S. Gluščević). Hvar je dakle, do izgradnje ceste za vozila 1938. g., bio izrazito podvojen na svoju istočnu i zapadnu stranu. *Pharos* – Stari Grad, kojeg su utemeljili Parani 385/4. g. pr. Kr., nalazio se u jednom od najljepših i najdubljih jadranskih otočnih zaljeva. Na jugozapadnom kraju otoka nalazilo se također staro ilirsko naselje u koje su pomorci trajno zalazili, jer je svojstvo te luke da se nalazi na obaveznom smjeru plovidbe svih lađa, koje su tu nalazile sklonište, vodu, popravke i ostale potrebite stvari. Čini se da domaći Iliri, ovdje čvrsto prisutni s dvije gradine na udaljenosti 300 m zračne linije, nisu dozvoljavali trajno naseljavanje. Grčki novci i ostalo, međutim, ukazuju na prisutnost u ovoj luci, a čini se da su nakon propasti sirakuške prevlasti ovdje utemeljili naseobinu Herakleju, koja kuje vlastite novce, ponajviše nađene na lokalitetu i u Hvaru. Ta je emisija kratko trajala i nestaje u 3. st. pr. Kr., vjerojatno s jačanjem ardijske prevlasti. U vrijeme kada su ova naselja spajali praktički obični poljski putevi, bilo je potrebno od 4 do 5 sati jahanja na muli, mazgi ili konju. Isto tako putovanje morem bilo je jako neugodno i trebalo je 2 do 3 sata da bi se prešla udaljenost između dviju luka. Ako je lađa polazila iz uvale Vira, koja je bila sjeverna luka hvarske gradine onda je taj put mogao biti kraći za nešto manje od sata. Međutim i to je s onim plovidbenim sredstvima, veslima i jedrima, često dolazilo u pitanje, radi neugodnih vjetrova, bure i sjeverozapadnog vjetrova ili tramontane, pa je naprosto trebalo čekati da se vjetar smiri, a tako je bilo tijekom čitave godine, pa i ljeti. To je, naravno, imalo povijesne i arheološke implikacije, kako na razvitak ovih luka, tako i čitavog otoka i njegove antike.

Ono što je posebnost naše jadranske obale od Trsta do Grčke su obalne gradine, koje nadziru čitav plovidbeni put Jadranom i dalje, na kopnu i na otocima. Taj drevni tip naselja donijeli su već Indoeuropljani, koji su smijenili i prevladali neolitičare već početkom brončanog doba, a to je u ovim našim predjelima ponegdje već oko 2200. g. pr. Kr. Gradina je bila sv. Just u Trstu, Poreč je imao gradine Picugi i sv. Anđel, Pula je izvorno na središnjem brežuljku bila gradina, Nezakcij je gradina iznad zaljeva Budave. Tolika druga gradinska naselja su poznata duž obale: Tarsarica, Senia, pa dalje obalom i otocima Krkom, Cresom, Lošinjem i dalje prema jugu od Salone, Brača i Hvara do Dubrovnika, Risna i Skadra. Dakle, čitav jadranski plovni put nadzirale su ove gradinske naseobine gdje nitko nije mogao proći, a da ne bude opažen. Istočna hvarska gradina Vela Glava pruža pogled, praktički od Korčule do Šibenika i od Visa do italjske obale. Impresivno je, kako su ovi davni stanovnici znali iskoristiti ova povišena naselja za kontrolu većih ili manjih morskih prostora, a time i prevlast koju su osiguravale njihove lađe. Ova gradinska naselja su tvorila svojevrsni obrambeni sustav, koji je s druge strane tvorio jednu cjelinu, kojom su svi otoci i obala bili povezani. Signalizacija se vršila vatrom koju je Polibije opisao (Polyb., X, 42 – 48), te je to od davnine dobro funkcioniralo. Trag toga nalazi se u imenu Gračišće, gradina koja je čuvala ulaz u Starigradski zaljev s južne strane. Gradina se naziva i

grčkim toponimom Lompić, a uvala s istočne strane Lampesa (*lampás, lampdos*, grč. svjetiljka, zublja). Znači da su i Iliri s uspjehom koristili ovaj sustav. Iznad Farosa nalazi se velika gradina Purkin kuk, a sjeverno od Farosa na suprotnoj strani od naselja Gravica.

Rani povijesno poznati gospodari Jadrana bili su Liburni, koji su prema Strabonu (VI, 2, 4) držali i Korkiru (Krf), možda već i u 10 st. pr. Kr., što znači da su imali i brodovlje koje je tu prevlast održavalo, kao i njihovu prisutnost na dijelovima apeninske obale. Korintska talasokracija je krajem 8. st. pr. Kr. Liburne uklonila s Korkire, pa su se postupno morali povlačiti u svoj kasnije izvorno područje od Krke do Raše u Istri. Liburni, međutim, nisu prihvatili naseljavanje Grka u taj svoj prostor, trgovinu da, ali naseljavanje ne. Tek ih je carski Rim, točnije Oktavijan u svome pohodu konačno uklopio u svoj sustav, ali su određenu specifičnost zadržali tijekom čitave antike.

Tko je želio omesti prevlast na Jadranu, kao uostalom i drugdje, morao je raspolagati i pomorskom moći. To je posjedovao Dionizije Sirakuški koji je ostavio trajne tragove i na našoj obali. Nakon njega to su bili Ardijejci koji su za trajanja svoje države vladali morem

i bili, kako to bilježi Plinije Stariji (*Nat.hist.*, III, 143): „... *populatores quondam Italiae – nekoć pljačkaši Italije*“. Slično kasnije bilježi i Apijan (*Illyr.*, X, 3) da su „... *Ardialots, ta thalassia óntes áristoi... Kai nautikoí mèn epìtoísArdialois egénonto Liburnoí, génos héteron Illyriōn*“ – „*Ardijejci su najbolji na moru... i pomorci uz koje stoje Liburni, drugo ilirsko pleme*“. Dakle, ovi i drugi antički pisci bilježe pomorske vještine i vojničke kvalitete starih stanovnika naše jadranske obale, koji su u određenim povijesnim razdobljima ostvarivali svoju prevlast. Među ove spadaju i Histri u predrimsko vrijeme, koji su svojim brodovljem i središtima poput Nezakcija, Pole, Parentija i drugim gradinskim naseljima nadzirali pomorski promet duž svojih obala još u vremena jantarskog puta i mikenskih plovidba od 14. st. pr. Kr.

## V.

Hrvatski su arheolozi dali svoje vrijedne priloge o ovoj tematici na koju sam htio upozoriti ovim član- kom vezanim uz neke posebnosti antičkog prometa duž istočnog Jadrana. Ova je tematika neiscrpna, te je odlična zamisao Znanstvenog savjeta Međunarodnog istraživačkog centra za arheologiju i njegovog vodstva posvetiti jedno tematsko savjetovanje plovidbama, pomorskim i kopnenim putovima. Zadnjih nekoliko desetljeća bilo je korisnih publikacija na ove teme, ali svaka godina nosi neka nova otkrića na koja se mora reagirati. Hrvatska još uvijek nema cjeloviti prikaz naših spoznaja o antičkim pomorskim i kopnenim putovima, što je Bojanovski učinio za Bosnu i Hercegovinu. Bilo bi dobro da neki mlađi kolega u okviru disertacije prikupi sve podatke i iznese cjelokupnu dosada poznatu građu na ovu temu (npr. miljokaze, podmorske ostatke pristaništa, brodolome itd.), tako da uklonimo ovu bijelu mrlju jednom nužnom sintezom za hrvatsku obalu Jadrana. Možda su pomorski putovi bili nešto bolje sreće, što će pokazati i ovaj tematski svezak časopisa. Svaki prilog koji raspravlja temu plovidbe i putova u davnim stoljećima, pa i danas, daje svoj doprinos upoznavanju kako opće slike tako i posebnosti jadranskog priobalja, a naša obala sa svojim otocima bila je oduvijek otvorena svim moreplovcima i trgovcima koji su dolazili s dobrim namjerama. Radeći, dakle, na antičkim i drugim proučavanjima starih plovidbi i plovila, pomorskim rutama i orijentaciji na moru daje se velik autentični doprinos pomorske povijesti sredozemne i europske uljudbe kao najljepšim izvorištima humanizma, plemenitih i nesebičnih pothvata u prohujalim stoljećima, koja i danas nadahnjuju svojom ljudskom hrabrošću i dostojanstvom.



## TRANSLATION OF SOURCE TEXT 3

### SOME PARTICULARITIES OF ANCIENT MARITIME TRANSPORT IN THE EASTERN ADRIATIC

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#### I.

When starting their research, archaeologists and historians are immediately faced with matters regarding the transport of people and goods in the past as matters crucial for the development of civilization as a whole. I remember a text I read about how St. Paul spread Christianity along the good Roman roads and how his successors did so. He traversed thousands of Roman miles through Syria, Asia Minor, Greece, Macedonia and Italy. In addition to that, he was also well acquainted with ancient seafarers, even managing to survive a shipwreck near Melita en route to Puteoli and Ostia, which was well described by Luke the Evangelist, to whom the history of Paul the Apostle is attributed in *The Acts of the Apostles* (27-28). This text is not only very important for the wondrous biography of Paul the Apostle, it is equally important and valuable for our knowledge of ancient seafaring in those times. I will not raise the question now as to whether Melita is the island of Malta or the Adriatic island of Mljet. This matter has been debated for a long time and the preferred version largely depends on the background of the writer writing about it. A translation of the Latin work of the Mljet-born abbot Ignjat Đurđević (1675-1737), which he printed as part of his work *Mleci* in the year 1730, was published in 2008 in Dubrovnik. It deals with the shipwreck of St. Paul near Mljet. It was precisely by this occasion that some old disputes were revived in the press. Đurđević wrote a great and convincing piece, but I personally still believe that the shipwreck happened near the island of Malta, not Mljet. I would be pleased if it were the Adriatic island Mljet, but I believe that the facts are somewhat different after all. In the antique period if one were to travel by sea to Rome, one would usually sail into Ostia, which was a Roman port. Taking the route along the Adriatic coast usually meant going to Aquileia at the head of the Adriatic, which was a leading Roman merchant and naval base in that part of the Adriatic, and at the same time an entry point to the rich north-Italian plain, i.e. the Cisalpine Gaul and its flourishing cities. It was also an entry point to the northern provinces Noricum, Rhaetia and Germania, and finally also to our Adriatic coast from Epidauros, Naron, Salona, Iadera to other Liburnian settlements and Histria with Nesactium, Pola and Parentium. The description of Paul's journey is fascinating because of the insight and information it gives us about the dangers of these ancient voyages as well as the remarkable skill of ancient seafarers, especially of those before them.

The sea is an untameable element dangerous for navigation in any time of year. This was written down already in the early beginnings of Greek history by the great Hesiod (*Works and Days*, 663-665), who was, truth be told, unmistakably an onshore man from Boeotia, surrounded by hills, so he affirmed that it is best to keep away from the sea, and if one must navigate, then it

should be done in the period 15 days after the Summer solstice, i.e. in the months of July and August. Flavius Vegetius Renatus, being a better expert, recommends (Veget, *De re militari*, 4, 39) the period between May 27<sup>th</sup> till September 14<sup>th</sup>, and the maximum borderline dates being from March 10<sup>th</sup> till October 10<sup>th</sup>. This held true throughout the entire antique period, and even in the Middle Ages. Navigation in late fall and winter was reduced to the utmost necessities, primarily military ones. Ports would be hibernated and the next spring would be awaited. The issue was not only storms and winds, but also fog, low visibility, cloudy and dark skies, which all made navigation more difficult and impossible. There were no compasses, and the cliffs, rocks and hills were covered with fog, clouds and rain. The danger of Adriatic voyages was noted by Pseudo Skimno, who lived at the turn of the 3<sup>rd</sup> and 2<sup>nd</sup> century B.C. and who, in his *Periegeza* (verse 385-387) noted that *the air above the Adriatic sea is not snowy or excessively cold, but remains particularly damp all around. The weather is severe and prone to sudden changes, especially in the summer, thunder lashing through the air, strikes of lightning and raging storms.*

This is a nice poetic summary translated by Mate Križman, but in its own way it summarizes the hardships experienced by ancient seafarers, which the Ancient Greeks met centuries before from Mycenaean and even older experiences. The writers and seafarers of Ancient Greece recorded their experiences in a series of longer and shorter texts. These are the remains of a rich literary tradition which came to us more or less in fragments. Worthy of mentioning is the famous manual on ancient sea-navigation, known under the name of *Periplus*, by the author Pseudo Skilak, written in the late 4<sup>th</sup> century B.C., between 330 and 320 B.C. It was a practical manual for navigating the Mediterranean, intended for seafarers, which notes the well-known major ports at the time, the distances between them and the peoples and tribes inhabiting the areas where these ports are located. It is a complex text with subsequent insertions and mistakes made by copiers, but still it is remarkably valuable, because it established, for its time, numerous notices on our Adriatic coast, its inhabitants and port settlements. Particularly an eternal gratitude is owed to the unforgettable Mate Suić, who, like a great erudite, interpreted the part of the text which concerns our coast-line from Trieste to Skadar. He analysed and corrected the text and indicated incorrect names and ambiguities in the text, which is normal for a text written long ago in the time of slow communications and connections between distant ports and countries, travellers and seafarers as well as individuals who wanted to bring all those facts and information into a comprehensible, logical system.

It must be acknowledged that earlier historians had already scientifically approached the issues of ancient voyages on the Adriatic and ancient writers who wrote about it. So another person who must also be mentioned is, one could say, “the father of Croatian historical science”, the Trogir-born Ivan Lučić (1604-1679). He spent his best years in Rome in the Croatian Institute of St. Jerome, where he wrote his classic piece *De regno Dalmatie et Croatiae libri sex*, Amstelodami 1666. He printed it in Amsterdam, because he was already in conflict with the Venetian authorities at home, so the Venetian censorship would most certainly not approve of it and it was probably problematic in Rome as well. The publisher in the Netherlands was Ioanes Blaeu, a good friend of Lučić.

One also must not forget Marko Marulić, who translated the *Chronicle of the Priest of Duklja – Regum Dalmatiae et Croatiae gesta*, whose text was also an incentive to Lučić. There are also other famous names, such as the Dominican Vicko Pribojević, a native of Hvar, the Mljet-born abbot Mavro Orbini and other authors, all critically applied by Lučić in his work. Lučić is thoroughly acquainted and uses ancient sources linked with our region, and even uses archaeological documents, ancient inscriptions and money. For example, when talking about sailing the Adriatic in the ancient period, Lučić mentions three types of ancient vessels which passed through our waters. There are the larger vessels for long voyages, which avoided the Italic coast without ports, but also the Illyrian islands on the other side of the sea, directing their voyage through the middle of the Adriatic Sea instead. On the other hand, those living on the Adriatic coast used medium-sized and smaller vessels. They would not sail on the middle of the sea with medium-sized vessels, but between the outer islands and islands closer to the mainland, or between the closer islands and the mainland. In this way they avoided big waves and the sea current, while managing to acquire the necessary food and water from the inhabited islands. Those who used smaller *lembas*, which are primarily driven by oars, would follow the coastline and progress by a safer, calmer, though longer route. If there was strong wind, they would use their oars to reach familiar ports on the mainland or the nearby islands. Once the storm would pass and fair weather return, they could easily depart again, continuing their voyage. It is fascinating how Lučić concisely pointed out some important guidelines of ancient voyages, which ultimately apply today as well, but with different technology. Having said that, every summer we witness how amateur seamen from continental and distant regions flood into the Adriatic and meet an unfortunate fate in unforeseeable, rapidly changing weather on the sea. The sea is a powerful natural element, which often “tricks” these so-called sailors, even with modern technology at hand. The same warnings which Hesiod wrote 27 centuries ago would still hold true for them today. Lučić followed up on his exposition with a detailed analysis of ancient sources and settlements on the coast and the islands. His analyses and knowledge can also be accepted today. From this particular fact one can see how thorough and discerning this historian is when dealing with other questions as well, so that he sounds completely modern. As a native of Trogir, an ancient coastal settlement which used to be an island a long time ago, he knew the sea’s temper, but also the topography of the wider Adriatic area in the ancient period. Thereby his approach is to a large extent even today surprisingly modern and can be encouraging and useful to anyone dealing with similar questions. The moral of the story is that the works of our old writers, who knew their trade, sometimes better than we do, must be read. Personally, I never liked those who approached these predecessors of ours with ignorance, thinking that history begins with them, and there are such people, unfortunately, always, even among us today.

Lučić’s stay in Rome, his friendship and cooperation with Stjepan Gradić (1613-1683), from Dubrovnik and a distinguished member of the Roman intellectual elite, led Lučić into the inner circle of the Swedish queen Kristina, who, attracted by the climate and beauty of the south, left her homeland in the cold Swedish north and found a new life in Rome. Gradić was the director of the Vatican Library and enabled Lučić to work on its manuscripts and books. Together they lamented the tragic earthquake of 1667 in Dubrovnik. This Croatian intellectual duo left unavoidable contributions to Croatian history and culture and deserve a permanent study of their rich legacy, as do other Croatian greats who, due to tragic domestic circumstances, wandered around Europe, where they were not always met with cooperation.

## II.

Several experts have, with greater or lesser success, written about ancient routes along our coastline and sea-voyages along it. Among them are the unavoidable F. Bulić and J. Alačević in the early years of the *Journal for Archaeology and History of Dalmatia*, i.e. the *Bullettino dalmato*. The routes have connected the sea with the hinterlands since time immemorial, but the areas further inland remained on the side-lines. The Austrian takeover of Bosnia and Herzegovina in 1878 marked a change and return of this part of Turkish Asia into the lap of Europe. The archaeologists gave a great contribution to this work, especially Č. Truhelka, K. Patsch, G. Radimsky, P. Balliff and others. They initiated processes which were continued by other diligent workers. Philipp Balliff wrote a capital piece in his time (1893) about Roman roads in Bosnia and Herzegovina, which was updated by E. Pašalić in 1960. It is not possible to list all of the worthy predecessors in this summarized text. I wrote about this in my overview of ancient archaeology in Croatia, as well as in other texts.

One of the key findings was the discovery of an inscription about the construction of Roman roads in the province of Dalmatia, which were built by the regent Publius Cornelius Dolabella (14-21 A.D.) with the soldiers of the VII. and XI. Roman legion, who made up the Dalmatian garrison. Mediaeval citizens of Split kept the inscriptions and built them into the bell tower of St. Domnius. The inscriptions were discovered during the reconstruction of the bell tower in the late 19<sup>th</sup> century. Th. Mommsen published them in his *Corpus of Latin Inscriptions* (CLI). Today they are kept in the Archaeological museum in Split. With this finding historians and archaeologists acquired a first-class document for learning about the traffic net of Ancient Illyria and Dalmatia, as also the topography, because about ten names, settlements, tribes, hills and rivers are mentioned (*Andetrium*, *Hedun castellum Daesitiatum*, *Beuci*, *Oseriates*, *Bathinus flumen* et al.) Because of this these inscriptions are of a permanent interest to experts. The work of M. Abramović must also be mentioned, which was a pioneering text of its time.

Still, almost seven decades had to pass for a creditable scientist and expert to appear, Ivo Bojanovski (1915-1993), a noble man and colleague, who with his study of roads in ancient Dalmatia reached new horizons in the centuries-old studies. He has thoroughly demonstrated his several years-long work in this field in his PhD thesis under the name *Dolabella's system of roads in the Roman province of Dalmatia*. Bojanovski was a great worker in the field of archaeology, classically educated and unique by the fact that he visited all the roads which he described and personally found traces of them. It can be said that very few experts in Europe have undertaken such a task for their studies. Because of this his descriptions of all the major Bosnian-Herzegovinian and many other ancient routes are primary sources for knowing these issues, and they will long remain an example and incentive to studies of this crucial legacy for knowing our ancient past. He, in other words, did not only write this one piece, but continued on and further researched the locations of routes in eastern Bosnia. At the same time they are excellent studies in which he successfully solved numerous topographical questions, based on his own field work. He uses all the available sources, remains of settlements, inscriptions, landmarks, money and everything that helps him in a complete approach to the issues. Likewise, another of his classic pieces must be mentioned, *Bosnia and Herzegovina in the Ancient Period*. It is a fundamental piece by a great connoisseur of ancient Illyria and Dalmatia. On every page

Bojanovski problematically and incentively depicts complex issues of this ancient history through an approachable text, but not in a less lucid or scientific way.

As a young assistant I have symbolically, in a way, published the first discussion dedicated to the traffic connection between two ancient centres of the island of Hvar. Hvar is a long, mountainous island, separated by a mountain ridge 300 to 600 meters tall and 300 kilometres long in the western part of the island, splitting it into two separate entities; the northern and southern side. Both sides have steeper and less steep parts and there is wind on both sides of the island and there are special geological areas for agriculture. The winds have sunk many ancient and other vessels, maybe when they least expected it, but the Hvar channels can also be very dangerous for navigation. Remains of ancient vessels are testimonies to this with their, today more or less, robbed amphorae, which M. Jurišić noted in his texts, as did other researchers (M. Petrić, B. Dumančić, M. Orlić, N. Cmbi, Z. Brusić, I. Radić Rossi, S. Gluščević). Hvar was therefore, until the construction of the road for motor-vehicles in 1938, markedly separated into its east and west side. *Pharos* – Stari Grad<sup>4</sup>, founded by the Pharans in 385/4 B.C., was located in one of the nicest and deepest Adriatic island bays. On the south-western end of the island there was also an old Illyrian settlement where the seafarers always ventured, because the port is located on the obligatory course of navigation for all vessels, which found shelter, water, repairs, and other necessary things here. It seems that the native Illyrians did not allow for permanent settling. They were firmly present here with two hill-forts, 300 meters away from each other as the crow flies. Greek money, among other things, indicates their presence in this port and it seems that after the fall of the Syracuse dominion they founded here the settlement of Heraklea, which produced its own money, found mostly on site and in the City of Hvar. This emission of money lasted for a short time and disappeared in the 3<sup>rd</sup> century B.C., probably with the strengthening of the Ardiaei. In the time when these settlements were practically connected by common country roads, it was necessary to ride for 4 or 5 hours on a mule, donkey or a horse. In the same way travelling by sea was very uncomfortable and it took 2 to 3 hours to cross the distance between the two ports. If the vessel departed from the Vir bay, which was the northern port of the Hvar hill-fort, then the trip could be shorter by less than an hour. Still, this too was often questionable with that navigational equipment, oars and sails, because of unfavourable wind, *bora* and the north-westerly gale or the *tramontana*. Thus one simply had to wait for the wind to settle, and it was like that the whole year round, even in summer. This, naturally, had historical and archaeological implications, as for the development of these ports, also for the entire island and its antiquity.

What is special about our Adriatic shore from Trieste to Greece are the coastal forts, which oversee the entire sea route along the Adriatic and beyond, routes along the mainland and on the islands. This ancient type of settlement was already brought by the Indo-Europeans, who replaced and over-powered the Neolithic inhabitants already in the early Bronze Age. In certain places in our region this was already happening around 2200 B.C. Saint Guisto in Trieste was a fort, Poreč had the forts Picugi and St Anđel, Pula was originally a fort on a central hill-top, Nesactium is a fort overlooking the Budava bay. So many other settlements with forts are well-known along the coast: Tarsarica, Senia, and further along the coast and the islands Krk, Cres, Lošinj and further south from Salona, Brač and Hvar to Dubrovnik, Risan and Skadar. Therefore, the entire Adriatic sea route was overseen by these fort settlements where no one could pass undetected. The eastern hill-fort on Hvar, Vela Glava, offers a view spanning

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<sup>4</sup> literally *Old Town*

practically from Korčula to Šibenik and from Vis to the Italic shore. It is impressive how these ancient inhabitants knew how to use elevated settlements for control of larger or smaller maritime space, and thereby also the supremacy which their vessels secured. These fort-settlements made up a sort of defense system, which in turn created one entity, by which all of the islands and the coast were connected. The signalization was carried out with fire, which Polybius described (Polyb., X, 42-48), and this had worked well since the olden times. Traces of that are found in the name Gračišće, a fort which safeguarded the entrance into the Stari-Grad bay from the south side. The fort is also called by the Greek toponym Lompić, and the eastern bay Lampesa (*lampas*, *lampdos*, Gr. for lamp, torch). This means that the Illyrians used this system successfully. Above Pharos there is a big fort Purkin kuk, and north of Pharos on the opposite side from the settlement Gravica.

The early historically known masters of the Adriatic were the Liburni, who, according to Strabon (VI, 2, 4) also held Kerkyra (Corfu) maybe already in the 10<sup>th</sup> century B.C., which means that they had ships which retained this supremacy, as their presence in parts of the Apennine coast as well. The Corinthian thalassocracy removed the Liburni from Kerkyra by the end of the 8<sup>th</sup> century B.C., so they had to gradually retreat into what later became their original area from *Titius* to *Arsia* in Istria. The Liburni, however, did not accept the settling of the Greeks into their area, trade yes, but settling no. Only did Imperial Rome, more precisely Emperor Augustus, finally integrate them into his system during his campaign, but they kept certain specific qualities during the entire ancient period.

Whoever wanted to hinder the supremacy on the Adriatic, after all as elsewhere too, had to also have a naval force at his disposal. Dionysius of Syracuse, who also left permanent marks on our shores, had this at his disposal. After him it was the Ardiaei, who, for the duration of their state, ruled the seas and were, as Plinius the Eldest notes (Nat.hist., III, 143): “...*populatores quondam Italiae – once the plunderers of Italy*”. Similar is later noted by Apian (Illyr., X, 3) that “...*Ardiaioits, ta thalassia ontes aristoi...Kai nautikoi men epitois Ardiaiois egenonto Liburnoi, genos heteron Illyrion*” – “*The Ardiaei are the best at sea...and seafarers in alliance with the Liburni, another Illyrian tribe.*” Therefore, these and other ancient writers note the naval skills and military qualities of the old inhabitants of our Adriatic coast, who realized their supremacy in certain historical periods. Among them are also the Histrians in the pre-Roman period, who, with their ships and cities such as Nesactium, Pola, Parenthium and other fort-settlements, oversaw the maritime traffic along their shores already in the times of the Amber Road and Mycenaean voyages from the 14<sup>th</sup> century B.C.

## V.

Croatian archaeologists gave their valuable contributions to this topic, which I wanted to indicate with this article linked to some particularities of ancient traffic along the eastern Adriatic. This subject matter is inexhaustible and it was a great idea of the Scientific Council of the International Research Centre for Archaeology and its leadership to dedicate one thematic counselling to voyages, and maritime and land routes. In the past few decades there have been useful publications about these topics, but every year brings some new discoveries upon which one must react. Croatia still does not have a full account on our findings about ancient maritime and land routes, like Bojanovski did for Bosnia and Herzegovina. It would be good if some younger colleague would gather data within the scope of his dissertation and present the entire known corpus so far (e.g. landmarks, underwater remains of quays, shipwrecks etc.), in order to remove this white stain for the Croatian Adriatic coast with one necessary synthesis. Maybe the maritime routes were somewhat luckier, which will also be indicated by this thematic magazine volume. Every argument which discusses the topic of sea voyage and routes in the distant centuries, and even today, gives its contribution to learning about the general picture as well as the unique qualities of the Adriatic coast, and our coast with its islands was always open to all seafarers and merchants who came with good intentions. Therefore, while working on ancient and other studies of old sea voyages and vessels, sea routes and orientations on the sea, a great authentic contribution is given to the maritime history of Mediterranean and European civilization as the most beautiful sources of humanism, noble and selfless endeavours in the centuries past, which even today inspire with their human courage and dignity.

### **TRANSLATION ANALYSIS OF SOURCE TEXT 3:** *Some Particularities of Ancient Sea Traffic in the Eastern Adriatic*

While translating this article, a certain vocabulary, or knowledge of certain names was required to properly render the text from the source language (Croatian) into the target language (English). Given that the text is about antiquity and ancient traffic routes on the Adriatic, there were a lot of old names for settlements and works of authors, which required a correct translation. For example, many of the Croatian names for these ancient settlements, such as „Nezakcij“, required an English equivalent, which of course takes the original Latin name, Nesactium.

The same is applied for names of people from that historical period, where some of the names are altered in Croatian to better fit the language, such as „Publije Kornelije Dolabela“. When translating such a text into English, even if one cannot find a source text written in English about the person, again the original name in Latin or Greek is used, in this case Publius Cornelius Dolabella.

Now some concrete lexical and syntactic issues which were encountered while translating will be discussed and analysed. To start with many possible choices for translating a word, when one comes upon a word which has a broader semantic value in one language, i.e. can be used in different contexts, one has to seek an equivalent for that word, or find a term which would suit the specific context. To give a case and point, the Croatian word *plovidba*, which was extensively used in the article, can be translated as voyage/sea-voyage or navigation. Voyage is fine as a noun, but it cannot be used as a verb, *to voyage?*, in that case *to navigate* is used. Another example is *putovi*. *Put* in Croatian can mean way, road, route etc. “Way” in English is not so often used anymore to name thoroughfares. Road, path, passage etc. are much more common. For example, the word road can denote most thoroughfares for traffic on land, but



there cannot be a road on the sea, in Croatian *morski put* might work, but in English sea road sounds strange, so it is better to use the term “route” in this case.

Croatian often has a different syntactic structure than English, i.e. sentences are formed differently. Very long sentences can be built in Croatian, and the word order is more flexible than in English, and in English sentences which are too long can sound clumsy, confusing and not appropriate, especially at the academic level. The source text in Croatian had several such sentences, to give an example of one: *U Dubrovniku je 2008. g. objavljen prijevod latinskog djela mljetskog opata Ignjata Đurđevića (1675.-1737.) o brodolomu sv. Pavla kod Mljeta, što ga je tiskao u Mlecima 1730. g.* If we were to translate this same syntactic structure into English it would read as follows; *In Dubrovnik in 2008 the translation of the Latin work by the Mljet-born abbot Ignjat Đurđević (1675-1737) was published about the shipwreck of Paul the Apostle near Mljet, which he printed in Mleci in 1730.* This is one possible solution, but the sentence sounds more clear and concise when it is arranged differently; *A translation of the Latin work of the Mljet-born abbot Ignjat Đurđević (1675-1737), which he printed as part of his work Mleci in the year 1730, was published in 2008 in Dubrovnik. It deals with the shipwreck of Paul the Apostle near Mljet.* One must always be wary not only of the choice of words when translating, but also how the sentence will sound in the target language to the reader.

Literal translation vs. free translation is the age old dilemma. Since the time of Cicero there has been a debate of word-for-word vs. sense-for-sense translation. Literal translation works sometimes, and when the meaning is carried across effectively, then it is acceptable, because after all, the aim of translation is to give the closest equivalent of the source text in the target text. However, very often this is not the best choice, because if the translation is too literal the original meaning can be lost, and the word or expression might have different connotations in the target language. For example, when talking about geographical locations, such as *do Akvileje na dnu Jadranskog zaljeva*, one could translate it as *Aquileia at the bottom of the*

*Adriatic*, but much better suited and unambiguous is *at the head of the Adriatic*. In this way it does not sound like Aquileia is on the bottom of the sea to anyone who might understand it like that. One should always try to avoid any possible ambiguities or misunderstandings, especially in written language.

While translating this text some other particular dilemmas were encountered; how to translate *padska galija*. To the layman who does not study the field of antiquity this term will probably be unfamiliar. Luckily that today we have the internet, so the term can be browsed and even English equivalents can be found. One can opt for the *Po Valley* or *Padan Plain*, named after the River Po. Also there is the name *Cisalpine Gaul*, named after the Gauls who inhabited the north-Italian plain. There is, however, no combination of the two like *Padan Gaul*, which would be the closest literal translation of *padska galija*. Therefore, it was best to choose one of the two options, in the end *Cisalpine Gaul* seemed like a good translation, so that was picked.

Another problem which was encountered is a particular word, a name, for which no known equivalent could be found in English; *lemba*. The word *lemba* in the article was given as a name for a smaller vessel driven by oars. It is most probably a local name for this specific type of a Mediterranean vessel, so it is also kept in the translation: *lemba*

## CONCLUSIONS

To conclude this thesis it can be said with certainty that it was a demanding and challenging endeavour. At the very beginning it took a lot of time to even select the articles. The focus of this B.A. thesis could not have been usual, non-scientific articles, such as from newspapers or magazines. The web-site [www.hrcak.hr](http://www.hrcak.hr) provides many original Croatian articles from scientific and academic journals of all genres. This site really offers a vast array of great articles. The only problem was that many had already been translated into English, but this is good, because one cannot by mistake select an article which has already been translated, as the translations are also uploaded alongside the originals. The three articles selected for this thesis had not already been translated, except for their summaries.

Of course, the translation itself was the most demanding, challenging and time-consuming part of the work. All-together in this thesis there are approximately twenty pages of translated text. The most challenging and difficult text would probably have to be the *Analysis of the System of Stimulating Entrepreneurship on the European, Croatian and Local Level*. First of all the subject matter is not something entirely familiar to me. I never studied business nor am I thoroughly acquainted with the role of entrepreneurship in the economy. Apart from the specific business register and unfamiliar terms, there were also mistakes in the text, which had to be amended in the translation.

The second text, *Importance and Role of the Port of Rijeka in Transport and Economic Development of the Republic of Croatia*, was also quite demanding, but better written than the previous one; there were not so many mistakes, it was much more cohesive and clear.

Nevertheless there were many specific terms from the register of the source text and without a special dictionary which contains these terms or a glossary of some sort it was difficult to find some of these English equivalents, even on the internet.

*Some Particularities of Ancient Sea Traffic in the Eastern Adriatic* was probably the easiest and most interesting, at least for me personally. Anyone who likes history will find it interesting. It also contained a lot of terms which required a specific equivalent in English, such as names of ancient settlements, historical figures and authors from antiquity etc. Still, this was not so demanding to translate, most of the information required was all over the web.

Within the process of translating notes had to be taken as well, notes of particular types of problems, dilemmas and obstacles which were somehow surmounted. These notes were of use when analysing the process afterwards. The analyses of these translations list and discuss the problems, so they are also a crucial aspect. They offer the answers as to how and why the text was translated in a certain way. Not all of the issues in the process were mentioned in the analyses, because that would simply be too long, it would far exceed the limit. Therefore only the most important aspects of the process were mentioned, the most relevant issues.

As a final point it can be said that this thesis has achieved what was initially planned out. The work was organised in a clear and structured way. A three-step process was presented: the source, the main work, and the analysis. The whole process has also been very challenging as well as rewarding, because many new aspects have been learned which will further the knowledge of the subject and enhance the proficiency of translating.

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